



Hongkong Daily Press.

ESTABLISHED 1867

Registered as a Newspaper at the General Post Office in the United Kingdom

DAINTY RIMLESS GLASSES
Will Please Millady
AND IMPROVE HER
EYESIGHT AND APPEARANCE
N. LAZARUS,
Optician,
12, Queen's Road C. H.

No. 20,139 號九百一零萬二第 日四廿月一十年戌戊 HONGKONG, WEDNESDAY, JANUARY 10TH, 1923. 三拜禮 號十月一年二十國民華中 PRICE, \$3 PER MONTH

INTIMATION A NEWSPECIALITY BASS LIGHT SPARKLING ALF PURPLE TRIANGLE.

Specially brewed for hot climate, lighter than the well-known Red Triangle.

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& CO., LTD.,

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The Far Eastern representative Messrs. W. W. GREENER, LTD., 39, Pall Mall, London, is at present in Hongkong and all sportsmen are cordially invited to inspect a few sample models "Greener" Guns now being shown at our store.

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G. MOUSSION

15, Morrison Hill Road.

PEAK TRAMWAY CO., LIMITED.

TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 7.10 a.m.	every 15 minutes
7.30 a.m. to 8.00 a.m.	every 10 "
8.00 " " 10.00 "	" " 10 "
10.00 " " 11.30 "	" " 15 "
11.30 " " 12.30 p.m.	" " 15 "
12.30 p.m. to 2.30 p.m.	" " 15 "
2.30 " " 4.00 "	" " 15 "
4.00 " " 8.10 "	" " 15 "

NIGHT CARS.
8.50 p.m. to 9.00 p.m. every 30 minutes
9.30 p.m. to 11.00 p.m. every 15 minutes
11.15 p.m. to 11.45 p.m. every 15 minutes

SATURDAYS.
Extra Car—12 midnight.

SUNDAYS.	
7.00 a.m. to 7.10 a.m.	every 15 minutes
7.30 a.m. to 8.00 a.m.	every 10 "
8.00 " " 11.00 "	" " 10 "
11.15 " " 12.00 noon "	" " 15 "
12.00 noon " 1.00 p.m. "	" " 10 "
1.00 p.m. to 4.00 "	" " 15 "
4.00 " " 8.10 "	" " 15 "

NIGHT CARS.
8.50 p.m. to 9.00 p.m. every 30 minutes
9.30 p.m. to 11.30 p.m. every 30 minutes

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, 400, Victoria Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or Cheques or Compro Order (represented by Bank Note).

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15th, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS	
Stations	Time
CANTON (at 8.15 a.m.)	8.15
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THORNYCROFT

AND CO., LTD.
SHIPBUILDERS AND ENGINEERS

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS.
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.
MARINE AND STATIONARY OIL ENGINES 8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS.

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Men's Wear Specialists.

Alexandra Building, Des Voeux Road.



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A PRACTICAL PRESENT
IS SURE TO PLEASE.

EVERYTHING
FOR MEN!!

SHIRTS, TIES, SCARVES, ETC.

Styles select—Quality superb.

MAKE YOUR SELECTION EARLY.

THE SINCERE CO., LTD.

EXTRAORDINARY VALUE

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WHITEAWAY'S

1,000 Only

VACUUM

FLASKS

PINT SIZE.

NOTE THE PRICE

\$1.00 Each.

This Price does not represent the cost of Manufacture and Cannot be repeated. Absolutely reliable.

GET HALF A DOZEN TO-DAY.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

A PERING DIARY.

(FROM A CORRESPONDENT.)

January 1st, 1923.
New Year is opening with brilliant sunshine, but the bitter North wind, which has been raging for several days, still continues to blow dense clouds of dust which penetrate through the tightest doors and windows and makes everything look grimy. Before the wind rose we were having lovely weather. According to rule, still more intense cold will follow this wind, and the thermometer drop, perhaps, another ten degrees. The dust is not clean sand from the desert but the dirt of the streets.

A fire going all day and most of the night is a necessity. In modern buildings steam heating is usually installed, but as most foreigners live in improvised Chinese houses, they have to be content with the ordinary stove. Coal balls composed of coal dust mixed up with clay are not very healthy, and only last week an American visitor to the Language School hostel was found dead in his bed one morning. The verdict was "asphyxiation," even though the stove was in the next room (with the door open between) and the bedroom window was not closed.

My fire went out early last night, and I was only comfortable in bed with eight thicknesses of blanket underneath me, to say nothing of all I could pile on the top!

The Chinese take the New Year here very seriously. Flags are hanging from almost every shop front, and lines of red lanterns will illuminate the streets to-night. Not only table boys, but shopmen and ricksha pullers have wished me a "happy New Year!"

The Forbidden City museum and other sights are being thrown open to the public at reduced rates, and these places will be crowded.

We have several newspapers in Peking—Chinese, American, Japanese. There is a new daily about to be launched and Mr. Lennox Simpson is one of the promoters.

Dr. Wu Lin-teh has been lecturing on his experiences in Plague prevention in Manchuria. He says much money has been wasted in Hongkong, and elsewhere, in exterminating with the wrong kind of rat. He and his colleagues are engaged in an arduous task, and have to overcome all kinds of prejudice and opposition; and well is it that it is Chinese who are up against the native in tackling these problems.

I see in the Daily Press an account of the tragic affair in Kalgan where Chinese soldiers at the city gate shot Mr. Colman, an American merchant, in his motorcar. As is usual in these cases there is more in it than meets the eye. Undoubtedly Colman was very unpopular owing to his violent temper. His murder was deliberate and brutal whether he was in the right or wrong. Curiously enough it is the British press that has taken the matter up, and the Americans have remained silent. They are always afraid of any trouble hindering their trade. The Chinese have not failed to make public comment on their apparent indifference.

The British know that what affects one foreigner affects the whole community, and that to show timidity is to invite further trouble. Unless a strong stand is taken now there is no saying to what this may lead. However, when all is said and done, foreign merchants have to remember that China still belongs to the Chinese, and we Westerners should respect their laws and customs, however unreasonable and opposed to our interests they may be at one time or another. Meanwhile we are trying to pull the American chestnuts out of the fire for them.

The Chinese student here takes himself very seriously indeed. Not long ago there was an awful commotion in Peking National University over what was known as the "two copper controversy." Certain students objected to paying two coppers for some printed lectures which up to then had been given them free. These young men naturally stirred up others, and their conduct was so violent that the chancellor resigned and took refuge in the Western Hills. That resignation was what the men were aiming at. If this sort of thing is not put down with a very strong hand it will put every teacher at the mercy of his class.

Following this, the students of the Police College gave an exhibition of their powers. They resented their Principal insisting on their paying their fees and attending the classes. They dragged him ignominiously through the streets to a yamen where they deposited him, demanding that he should be punished for his misdeeds!

In its reply to the Allied invitation to the Turkish Peace Conference, the United States Government, while disclaiming any wish to participate in the negotiations or assume responsibility for the eventual political or territorial agreements, does not desire to abandon its rights or remain indifferent to the humanitarian interests involved. It mentions certain points which must be taken into consideration, including the freedom of the Straits, protection of minorities, and liberty of commerce.

THE MANUFACTURE OF HAIRNETS IN CHINA.

The Chinese Government Bureau of Information supplies the following:

Hairnets were originally a product of the northern part of Austria, whence they were shipped to all parts of the world. An American firm once discovered in a package of hairnets a scrap of a Chinese newspaper, and, knowing that Chinese was not the written language of Austria, began to make inquiries. It was subsequently found that German firms were manufacturing hairnets in China and shipping the product by mail to small towns in Germany and Austria whence they were distributed as German products.

The demand for the Chinese product resulted in an abnormal development of the industry in Shantung. Chinese firms undertook the manufacture themselves.

The business to-day is largely in the hands of Americans. The hair as collected in the interior is usually too coarse to be used in manufacture before chemical treatment. Consequently it is shipped to Europe and America where it is sorted, made thinner and dyed. It is then returned to China to be woven into nets. The process of manufacture is rather one of tying knots and the work, which requires a great deal of patience and dexterity, is done by women and children. After manufacture the nets are brought to the so-called factories for inspection and repair. They are spread out on a sheet of paper, when the defects are easily discernible. This work is sometimes done in America, or by foreign women in China.

The value of hairnets exported from Chefoo was, according to the Customs returns, Tls. 2,804,008 in 1920 and Tls. 7,078,339 in 1921. Exports from Shanghai, which, until the end of 1922, had the advantage of foreign post offices, were Tls. 4,133,343 in 1921. The principal producing district is Shantung, with some exports from Tientsin. The chief consumers are America, Great Britain and France.

An interesting item appeared in the Eastern Times (Chinese) of January 17th, 1921. The translation is given herewith:

It is reported that there is one kind of new product which has been exported to France and America in large quantities in recent years. This is the hair-net used by foreign ladies. It is woven by hand and black in colour. Formerly one basket of nets cost only 40 cents by reason of the increase of demand, one basket is usually sold at \$3.50. During these few days there were several thousands of parcels mailed to America and France.

The year 1922 showed a good demand for hairnets. It was reported during the summer that the demand was good but that supplies were being withheld by speculators in the country.

The price of hair was quoted in September from \$200 to \$300 per 100 catties, varying according to the quality of the hair. The average length is 13 inches. Bleaching and dying costs vary from \$60 to \$2.50 per pound, according to the colour used. Wages vary with the size of the mesh, generally from \$1.60 to \$8.00 per gross and this work is said by the Chinese Maritime Customs to employ between 10,000 and 15,000 people at Chefoo alone. The cost of packing hairnets is from \$30 to \$60 per gross.

WOMAN SUFFRAGE FOR PHILIPPINES.

GOVERNOR-GENERAL WOOD'S
RECOMMENDATION.

Governor General Wood's recent message to the Philippine legislature contained a strong recommendation for the granting of suffrage to the women of the Philippines. He said:

"There is one final recommendation to which I earnestly invite your favourable consideration and that is the extension of the suffrage to the women of the Philippine Islands under the same condition and to the same extent that you have and tended it to the men. Such action will tend to build up and greatly extend an enlightened public opinion, to raise the standards of public and private morality, to increase interest in public affairs, and to greatly improve the efficiency of the Government; in a word, it will tend to the advancement and betterment of the people of the Philippine Islands."

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Luxel, Flenzel, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 53, Queen's Road Central (opposite to the Singer Sewing Machine Company).—ADVT. [101]

INTIMATIONS THE KEY TO GROW RICH.

THE CHINA INDUSTRIES
DEVELOPMENT BANKING
CORPORATION, LIMITED, of 5,
DUNDAS STREET, gives to all its Depositors a Handsome Rate of Interest.

AUTHORISED CAPITAL: \$1,000,000.00

INTEREST:

For Fixed Deposits—	
1 year	... @ 6 Per cent.
9 months	... @ 5 1/2
6 months	... @ 5
3 months	... @ 4 1/2
For Current account	... @ 2
For Special Deposit... Personal Arrangement.	
For Current Savings ... @ 4 1/2 Per cent.	
For Fixed Savings... Regulations Obtainable.	

CHIU CHU KEE,
Manager.

AMERICAN EXPRESS CO.,
ESTABLISHED
AMERICA 1841, EUROPE 1891.

HEAD OFFICE:
55, Broadway, New York.

INTERNATIONAL BANKING

Eighty offices are established in the principal Cities of the World to provide commercial organizations and private individuals with a complete International Banking Service.

COMMERCIAL LETTERS OF CREDIT.
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LETTERS OF CREDIT.

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PURCHASE OF BILLS OF EXCHANGE

Every Approved Banking Transaction.

R. P. BOYCE,
Manager.

1st January, 1923.

THE INDUSTRIAL AND COMMERCIAL
BANK, LTD.

HEAD OFFICE:
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London, New York, Chicago, San Francisco,
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PROMPT SERVICE.

Attractive rates for all kinds of Deposits.

Inquiries are welcome.

T. H. MAI,
Manager.

1923]

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:
St. George's Building, Hongkong.

Chairman of Board of Directors
MR. WONG SHIU HAM

Chief Manager... Mr. L. S. HOLM.
Asst. Manager... Mr. E. T. WONG.
Hongkong Manager... Mr. L. P. AXMIN.

Foreign exchange and General Banking;
business transacted.

Current, Savings and Fixed Deposits, and
interests at rates of 2 per cent., 4 per cent., and
6 per cent., per annum, respectively.

L. S. HOLM.

Hongkong, October 2nd 1920.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Biliousness. No. 2 for Blood &
Skin Diseases. No. 3 for Chronic Weaknesses.
SOLD BY LEADING CHEMISTS. PRICE IN HONGKONG,
1/6 EACH. (BOTTLES OF 6 FOR 1/2).
SEE TRADE MARKS. WORK THIS REMEDY IN TO
SEE. GOTT. STAMP ATTACHED TO GENUINE PACKETS.

INTIMATIONS

PARTICULARS
OF
VALUABLE LEASEHOLD PROPERTY

No. 13, WING HING STREET,
VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee
By
PUBLIC AUCTION,
IN ONE LOT

On
TUESDAY,
The 30th Day of JAN., 1923, at 3 o'clock P.M.

Messrs. LAMBERT BROTHERS
At Their Office, DUNDAS STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2188 together with the messuage erection or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2188 being a covering lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1918, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street. Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Voeux Road Central,
and
Messrs. LAMBERT BROTHERS,
Auctioneers.

NOTICE TO CONSIGNEES

The Steamship "BOWEN CASTLE"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd inst., or they will not be recognized. All broken, chipped, and damaged Goods are to be left in the Godowns where they will be examined on the 12th inst. at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD. Agents.
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S.S. "CORDILLERE"

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEILLE, LERES, etc., in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after Thursday, the 11th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th January, 1923, or they will not be recognized.

All damaged packages will be examined on Thursday, the 11th inst., 1923, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent

ongkong, 5th January, 1923. (180)

ON SALE

HONGKONG HANBARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1921.

Revised by the Members.

PRICE 2/6.

DAILY PRESS O/TIC.

CORRESPONDENCE
THE "MUI TSAI"
ORDINANCE.[TO THE EDITOR OF "THE HONGKONG
DAILY PRESS"]

SIR,—I was wondering why none of the local papers had criticised the Attorney-General's seeming apology for having been compelled to introduce the above bill. It is current gossip that, for reasons best known to themselves, some local Government officials are not only in sympathy with, but are actually opposed to, the proposed legislation. Your Saturday's leader, therefore, afforded me much gratification.

It was certainly news to me (who may claim to be one of Hongkong's oldest residents) to learn from the Attorney-General of the moving and pathetic incident which occurred in a recent Supreme Court case. The idea of a Chinese purchasing a girl for the purpose of adoption is so novel that it is seldom heard of, except in the case of hair-dressers or *Ami Siao* (ladies' maids). These women, being either widows or self-condemned spinners, make a business of buying little girls from babies of a few months upwards to be reared as adopted daughters for the sole purpose of reselling them at maturity as concubines (sometimes as wives) to the highest bidder, a very practical and profitable investment. That the unfortunate *Mui Tsai* is not treated as a daughter is amply exemplified by the contemptuous way in which the members of a Chinese family frequently abuse them with the epithet *Sie Mui Teng* (dead Mui-one), and little girls are "leased" by being called *Mui Tsai*, which they hotly resent. Also, daughters are so little wanted in most Chinese families that they are commonly referred to as *S'yi poon jeh* (lose cost goods). At the same time it is only fair to mention that in polite conversation it is customary for one Chinese to allude to another's daughter as *"Oh, Kuen"* or *"the good gold"*. The fact is that the "well-to-do" Chinese in this Colony are strongly opposed to the abolition of *Mui Tsai* because they, and their womenfolk especially, will be deprived of a class of servant which it will be impossible to replace—not ordinary menials with recognised "rights," but those with no rights whatever according to Chinese owners' ideas. They belong "body and soul" to their owners to do with almost as they please. There is no doubt that in some families the *Mui Tsai* is well treated and, in many cases, is well dressed, but this latter is due, as often as not, to the Chinese desire to maintain "face." The system is indefensible from any standpoint and it is a blot on Hongkong's fair name, and the sooner it is effaced the better.

The Anti-"Mui Tsai" Association doubtless, in due course, will give expression to their views and reasons as to the desirability of the proposed Ordinance, and I have little misgiving as to the forcefulness of the arguments which they will be able to advance in support of the measure.

No one anticipates seriously that there will arise immediately a necessity to find a home for Hongkong's freed *Mui Tsai*, albeit there may be an attempt at "bluff" by owners, who may ask the Government to take over their *Mui Tsai en masse* and for this move it would be well to be prepared. At best, it will only be a temporary "bluff" and when they find it will not work they will be only too ready to fall in with the registration scheme.

Any "freed" *Mui Tsai* in need of a home should be taken into European service to look after small children where they would soon prove to be an acquisition—the only temporary disadvantage would be their ignorance of the language, but in a very short period, this would disappear as they would soon acquire a "working" knowledge of "Pidgin English."

The proposed legislation has my hearty support and best wishes and should make 1934 a memorable year in the Colony's history.

Since the above was written I have read the report of the meeting held by the Chinese Chamber of Commerce and its hearty support of the "well-to-do" Chinese are opposed to the contemplated legislation, because it will interfere with their comfort—not their customs.

I was not the least surprised to learn that my Honourable friend Mr. Chow Shou Son was dead against the bill. The Honourable gentleman belongs to the "Old Official Class" of China, being a retired Chinese Government servant, a class which maintains many *mui-tsai*. I wonder from whom the cries in English of "Quite right! Quite right!" emanated. I should have thought that their English education would have enlightened their outlook upon such a question—but, apparently it has not.

I am so sorry that I was not present to witness the Honourable gentleman's passionate outburst in English; it must have been a treat. I observe that he qualifies his promise that he and his Honourable colleagues, Mr. Ng Hoo Tze, will oppose the bill in Council with the small concession, "If."

It was also announced at Mr. Wong Kwong Tin's attitude, and he may rest assured that his "warning" to the British Government will not go unheeded.

And, by the way, how comes it that a commercial body such as the Chinese Chamber of Commerce, from time to time concerns itself with matters which can have not the slightest bearing on business? It is not the first occasion that the Chamber has so acted.

Of one thing the Chamber may be safely assured, and that is that the bill will become law in spite of their protests. Yours faithfully,
"MUI TSAI"

K.O.Y.L.I. POLO CUP.
DEFEAT OF NAVY IN THE FIRST
ROUND.

The first round of the K.O.Y.L.I. Polo Cup was played off yesterday afternoon on the Hongkong Polo ground, when teams representing the Navy and the Army came into contact. The result was an overwhelming victory for the Army by eight goals to two.

The teams lined up as follows:—
Navy: No. 1, Lieutenant H. Kemmis, R.N., No. 2, Lieutenant-Colonel R. H. Darwell, R.M.L.I., No. 3, Lieut. J. R. H. D'Aeth, R.N., back, Captain R. Neville, R.M.L.I.

Army: No. 1, Lieutenant R.S.L. Davies, R.G.A., No. 2, Captain C. Fisher, R.G.A., No. 3, Lieut. C. P. Moore, 2nd King's Regiment, back, Major-General Sir John Fowler, C.B., D.S.O.

On the run of the play the Army deserved their victory, for they over-played the Navy in every department of the game. They were much the better balanced team of the two. General Fowler played a sound game at back, whilst Captain Fisher and Lieutenant Davies showed up well in the front line. The Navy was well served by Captain Neville. He made a number of really good runs, though he also made two bad misses when well placed. The team was ill-balanced, and some of the players appeared to be a little strange to their ponies.

The Army started off briskly, and within a minute of the commencement of the first chukka were one up. General Fowler putting the ball between the posts. The second chukka was fairly evenly contested and there was no score. The Navy had some good opportunities but were weak in finishing.

The third chukka saw Lieutenant Moore get through for the Army with a nice oblique shot from close in. Neville broke through in the later stages of the chukka and it looked all over for a score, but Fisher's pony was too fast for him and blocked the shot successfully.

In the fourth chukka the Army put on three more goals, Davies 2, and Fisher 1. The fifth saw the Navy reduce the lead, Captain D'Aeth getting the ball through, but immediately afterwards Lieutenant Fisher, meeting a beautiful centre from Moore, put the Army further ahead.

In the last chukka Captain Fisher and General Fowler scored for the Army, and during the last few minutes Captain Neville scored the Navy's second.

Result: Army, 9 goals; Navy, 2.
The Army will meet a civilian team in the final next Saturday.

FATAL LANDSLIDE.

HUSBAND AND WIFE BURIED
ALIVE.

A fatal landslide occurred on the Morrison Gap Road on Monday which resulted in the death of a man and a woman who were engaged on excavation work on the hillside.

There were a number of folk engaged on the hillside at the time but the others managed to get clear of the falling mass. With the aid of the police rescue work was started but by the time the bodies were recovered they were found to be dead. It was then discovered that the two unfortunate people were husband and wife.

EMBEZZLEMENT CHARGE.

SEVERAL THOUSANDS OF
DOLLARS INVOLVED.

Leung King now, alias Kwok Sam, was charged at the Magistracy, before Mr. J. R. Wood, with embezzling the sum of \$12,700, the property of his employers, the Wing On Banking Co., of Hongmoon, and of No. 14, Lower Macao Row. The complainant named in the case is the manager of the Bank, named Leung Ping Sheung.

Mr. Leo d'Almeida appeared for the prosecution and asked for a remand.

It is alleged that the defendant absconded with the money to Shanghai in the company of a woman. As the result of telegraphic communication with the authorities of that port the man was arrested on arrival and, after the usual extradition proceedings had been taken, was returned to Hongkong and handed over to the Police.

The Magistrate fixed Friday afternoon next to take the evidence.

WHAT THE CORONER SAW.
QUEEN'S ROAD INCIDENT LEADS
TO MOTOR PROSECUTION.

Prior to the opening of the inquiry into the circumstances concerning the death of Lieut. Commander Hooper, R.N., the Coroner (Mr. J. R. Wood) visited the scene of the accident in the company of the Traffic Inspector. Whilst he was motoring along Queen's Road East, another motor-car, coming in the opposite direction, was seen to pass a motor-truck on the wrong side at a speed of not less than 23 miles per hour. The Coroner's comment was "very dangerous."

Arising out of this incident the driver of the car, which belongs to Mr. A. E. Carroll, of Ice House Street, an Indian named Karkar Singh, was summoned before Mr. Lindsell yesterday morning for driving in a furious and negligent manner and for passing the motor-truck on the wrong side.

Inspector Garrod stated the facts that the motor-truck—a large one—was travelling at 14 to 15 miles per hour. The defendant driving car No. 237, came up at the back of the truck just outside Murray Barracks and passed on the left hand side and got in front of the truck when the back part of the car swerved and just missed an electric standard by inches. The speed of the car was at least 23 miles per hour.

The Magistrate questioned whether it was an offence for the car to pass on the left hand side, but after perusing the motor-traffic regulations agreed that all moving vehicles had to pass on the right hand side, with the exception of trams, which cars may pass on the left.

Inspector Garrod said that Mr. Wood (first magistrate and coroner) was with him at the time and remarked that it was a very dangerous thing for defendant to do. The only excuse the defendant made was that he was in a hurry to pick up his mistress, but the Inspector added, "he might have smashed up his master's car."

The defendant: I am very sorry I was going a bit fast.

The Magistrate: That is no excuse for going on the wrong side. The law is very clear on that point.

The defendant, who had a clean record, was fined \$5 for passing a vehicle on the wrong side and \$30 for furious driving.

MAN ATTACKS WOMAN WITH
A CHOPPER.SCENE AT THE CHINESE
SECRETARIAT.

Yesterday morning a sensation was created in the office of Mr. W. Schofield, first assistant to the Secretary for Chinese Affairs, when a Chinese man attacked a woman, who was in his company.

It appears that the man, who was well dressed, called with the woman to arrange for the settlement of some domestic trouble. The two were standing in a corner of the office awaiting the opportunity of an interview with Mr. Schofield, when the man suddenly produced a chopper from under his coat and directed a blow at the woman's head. There was a rush from various parts of the office and the man was overpowered and prevented from doing the woman further harm.

Dr. Morrison was called in and he rendered first aid. The man was arrested and handed over to the police.

The incident caused much excitement amongst the many Chinese who were in the corridors of the offices of the Secretary for Chinese Affairs at the time.

ALLEGED "WRONGFUL CON-
VERSION OF EXCHANGE
BILLS."

A case was mentioned at the Magistracy, yesterday morning, before Mr. J. R. Wood in which *Yau Kam I*, is charged with converting to his own use 32 bills of exchange, the property of his employer, named *Yu To Shang*.

The total value of the bills of exchange was \$14,974.85 and of this amount \$13,122.22 had been cashed.

Mr. T. G. Bennett, solicitor, appearing for the prosecution, said that \$145 had been recovered. He asked for a remand.

When asked to plead the defendant said: "I have spent the money."
The Magistrate remarked that this was tantamount to a plea of guilty and added that he looked like a case for commitment to the Criminal Sessions.
The case was remanded until January 16th.

CHINA EXPEDITION FORCE
1860.A MEMORIAL ERECTED AT
CANTON.

As is well known to many residents of Canton and Hongkong there existed until recently outside the North-East Gate of the City of Canton a cemetery in which were interred the remains of personnel both Marine and Military who fell or died at Canton between the years 1858 to 1861.

These graves do not represent the casualties which happened in the War with China of that period, as the Naval casualties were buried elsewhere notably at Whampoa.

For some time, however, it had been felt that there were many difficulties and disadvantages in the retention of this cemetery and advantage was taken of a fund raised by H.B.M. Consul-General, Canton, for the upkeep of the graves, from among the Corps and Regiments associated with them, to make arrangements for the removal of the remains and their reinterment in a suitable monument in the compound of the British Church, Shamnoon.

The Committee of the Cemetery fund undertook the work and all the remains previously buried in the old cemetery have now been placed in their new resting place nearer to the care of the inheritors of the fruits of their labour.

The memorial is not in itself comprehensive and only includes personnel of The Royal Marines, The Royal Artillery, The Royal Engineers, The Royal Regt., The East Lancashire Regt., The Royal Army Medical Corps, The 3rd Regt. Bombay Light Infantry, The 89th Regt. of Native Infantry.

The monument consists of a dais or plinth in 3 steps, each 18in. broad and 1ft. high, the steps being in marble chippings fronted with white marble. Inscriptions have been cut on the top step. The top of the plinth is in marble chippings. Surmounting the plinth is an urn measuring 30 inches long, 22 inches broad and 27 inches high cut from a solid block of white marble. The urn rests on four feet measuring 1 foot high. The total height of the monument is 6 feet 6 inches while the monument measures 13 feet by 11 feet.

Within the monument have been laid the bulk of the remains some of the Officers' remains being in a metal lining in the marble urn.

The marble was imported from San King, near Shiu King, on the West River. The marble work and the lettering (which is leaded) was carried out by Messrs. Hung Yuen of Canton, while the plinth was constructed by Messrs. Chan A Chang, contractors to H.B.M. Office of Works, under the direction of Mr. A. Jex, who is superintending the building of the new Consular building.

Sufficient room has been left both in the monument and on the steps for the accommodation of further remains and inscriptions when funds permit.

The monument was dedicated on Jan. 8th when the ceremony was attended by the Bishop of Victoria, H.E. the G.O.C. the British Forces in China, H.B.M. Consul-General, the Consul-General of France and others.

The ceremony took the form of a short memorial service in the church where the remains, contained in the metal lining in turn contained in a suitable casket, reposed in the Chancel. The clergy and congregation then repaired in procession following the casket borne by men of H.M. West River Patrol to the monument.

H.B.M. Consul-General then unveiled the urn, the metal lining was placed therein and the cover finally placed. H.B.M. Consul-General then addressed the congregation, the Naval and Military Chaplains then dedicated the memorial and the service closed with the National Anthem.

The service was conducted by the Naval and Military Chaplains, the Revs. Rorison and Shewell. Mr. H. F. Campbell presided at the organ.

SPORT.

GOLF.

CAPTAIN'S CUP RESULT.

The result of the Captain's Cup competition, played at Fanning on 6th, 7th and 8th January, was a tie between Major H. G. Gandy, A. Leach and J. Hooper, all of whom went round in 73. A re-play will, therefore, be necessary. The pool is divided between Major H. G. Gandy and Mr. A. Leach, as Mr. J. Hooper did not enter for the pool.

CRICKET.

H.K.C.C. v. CRAIGENGOWER O.C.

The following have been selected to play for Hongkong O.C. against Craigenower O.C. in a friendly match on the latter's ground on Saturday at 2.15 p.m. A bus will leave the Hongkong Cricket Club pavilion at 1.45 p.m.—P. M. Pearce (capt.), L. J. Davies, R. E. A. Webster, H. Owen Hughes, N. G. Lammer, A. A. Claxton, F. H. Farthing, A. H. Wild, D. E. G. Nicholson, J. D. Humphreys and L. D. McNicol.

SPECIAL OFFER



CANNED FRUIT.

From JANUARY 8th till JANUARY 31st.

APRICOTS. No. 2½ size tins per doz. 9.00
PEARS " " " 10.20
PEACHES " " " 9.00

THESE PRICES ARE

LESS

15%

DISCOUNT.

LANE, CRAWFORD, LTD.

NEW ENGLISH
SONG RECORDS

3165 MY SHRINE	EDGAR COYLE
3166 OLD CHURCH BELLS	HAROLD WILLIAMS
3167 MATE O' MINE	CLARA BUTT
3168 (SINCE YOU HAVE SMILED)	HARRY GLEN
3169 EILEEN ALANNAH	NORMAN ALLIN
3170 (BEAUTIFUL GREECE ("PHI PHI")	
3171 (ANOTHER ONE GONE ("PHI PHI")	
3172 (PEOPLE THAT WALKED IN DARKNESS	
3173 (THE TRUMPET SHALL SOUND	

AT
ANDERSON'S.

Powell

TELEPHONE C 3146

GENTLEMEN'S
TAILORS and BREECHES
MAKERS.

Have a Smart Selection of
SUITINGS and
OVERCOATINGS

in Medium and Heavy Weight
Cloths suitable for Present Wear
and invite Your Inspection.

Wm POWELL Ltd
Hongkong Hotel Buildings

NEW ADVERTISEMENTS

NOTICE.

WE have This Day authorized Mr. LEONARD VICTOR LANG to sign our firm for and on behalf of
ARNOLD BROTHERS & CO., LTD.
 Hongkong, January 3rd, 1933. [303]

DOCKYARD RECREATION CLUB.

THE ANNUAL BALL will be held in the City Hall on FRIDAY, 19th JANUARY, at 9 P.M.
 Tickets can be obtained from
H. W. SANDFORD,
 Hon. Secretary. [197]

TO LET.

TWO OFFICE ROOMS, Top Floor, 6, Queen's Road Central.
 Apply
GANDE, PRICE & CO., LTD.
 [300]

TO LET.

FURNISHED from April next, No. 144, Barker Road, Peak, Eight Rooms. Also a furnished six-roomed house at Deep Water Bay near the Golf Links.
 Apply to
DENISON, BAIN & GIBBS.
 [199]

THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the NINTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on FRIDAY, 26th JANUARY, 1933, at 11.45 o'clock A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1932.
 The REGISTER of SHARES of the Company will be CLOSED from Wednesday, 17th January, to Friday, 26th January, both days inclusive, during which period no transfer of Shares can be registered.
 By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
 Secretary
 Hongkong, 8th January, 1933. [302]

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on FRIDAY, 26th JANUARY, 1933, at 12 o'clock noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1932.
 The REGISTER of SHARES of the Company will be CLOSED from Wednesday, 17th January to Friday, 26th January, both days inclusive, during which period no transfer of Shares can be registered.
 By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
 Secretary
 Hongkong, 8th January, 1933 [301]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM, PORT SAID & SUEZ.

THE S.S. "GLENSANDA"

Having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 15th Jan., 1933, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 15th Jan., 1933, at 10 A.M. Claims against the steamer must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.
 No Fire Insurance will be effected by us in any case whatever.
 Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Ltd., Agents.**
 Hongkong, 8th January, 1933. [196]

STRUTHERS & BARRY.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO & LOS ANGELES via JAPAN PORTS & SHANGHAI

THE Steamship

"WEST IVAN"

Having arrived from above-mentioned ports Wednesday, Jan. 10th, 1933, Consignees are hereby notified that their cargo is being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.
 Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned or Delivery Orders issued.
 All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 9 A.M., Monday, January, 16th, 1933, by Messrs. ANDERSON & ASSH, Marine Surveyors.
 All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered after Jan. 16th, 1933, will be subject to rent.
 No Fire Insurance whatever will be effected.
 Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.
STRUTHERS & BARRY,
 Agents,
 U.S.S.B. Emergency Fleet Corp.,
 Hongkong, January 10th, 1933. [304]

NEW ADVERTISEMENTS

HOCKEY.

HONGKONG HOCKEY CLUB

H.K.S.R.C.A.

THE following will represent the Club at U.S.R.C. on WEDNESDAY, 10th JANUARY, at 5 P.M. Club in Colours:
 A. Bower, G. Murray, E. G. England, Rev. N. Evans, Rev. E. W. B. Martin, E. J. R. Mitchell, B. D. Evans (capt.), F. Schnepel, R. G. Woodward, F. H. Holman and St. G. R. Clark. [198]

NOTICE.

HONGKONG PRINTING PRESS (PRINTING DEPARTMENT).

YOLDE PRINTERIE LIMITED have This day purchased all the Rights and Privileges of the PRINTING DEPARTMENT of the HONGKONG PRINTING PRESS, 19, Wyndham Street, Hongkong.
V. C. LABRUM,
 Manager.
 January 1st, 1933. Tel. C. 473. [195]

DOG & POULTRY SHOW.

A Meeting of those interested in promoting a Dog, Cat, Poultry & Caged Bird Show will be held on FRIDAY NEXT (January 12th), at 5.15 P.M., in the Supreme Court, by kind permission of His Honour Sir WILLIAM REES DAVIES, K.C., who has also kindly consented to preside.

Will any Lady or Gentleman competent to judge in any of the above Classes kindly send their names to me before the date of the Meeting.
B. L. FROST,
 c/o The R. E. Telegraph Co.
 [179]

BILLIARDS.

CHAMPIONSHIP OF THE COLONY.

Held under the auspices of the VICTORIA RECREATION CLUB.
 FOR CAPT. J. EVANS' CHALLENGE CUP.

ENTRIES for the above Championship close to the Hon. Secretary on TUESDAY 16th JANUARY.

Entrance fee \$2.00 to accompany entry. All competitors are invited to attend on the evening of the 16th at 5.30 P.M. to arrange conditions and draw for the various rounds.

Winner of the Tournament to meet Mr. P. A. Yanovich. Present holder of Title.
A. McKIRDY,
 Hon. Secretary.
 [193]

THE HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING, 1933.

FEBRUARY 28th, MARCH 1st, 2nd & 3rd

ENTRIES for the forthcoming Races close on SATURDAY, 27th inst., at 3 p.m., and must be sent to the JOCKEY CLUB, Room 3A, Chater Road, on or before this date.

Entry Forms are now ready and can be had at the JOCKEY CLUB STABLES, JOCKEY CLUB ROOM (Hongkong Club Annex, Chater Road), Race Course, HONGKONG CLUB and LINSTEAD DAVIS, Alexandra Buildings.
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NOTICE.

THE HONGKONG AND CANTON ICE MANUFACTURING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on THURSDAY, 25th day of JANUARY, 1933, at noon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1932.

The Transfer Books of the Company will be CLOSED from 11th to 25th January, 1933, both days inclusive.

By Order,
THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.,
 General Managers,
 (Sgd.) J. D. THOMSON,
 Acting Secretary.
 Hongkong, 8th January, 1933. [193]

CONSULAR NOTIFICATION.

ANNUAL REGISTRATION.

BRITISH SUBJECTS are reminded that under the China (Amendment) Order in Council, 1921, a new system of registration is now in force. By the terms of that Order separate certificates of registration are abolished and an endorsement of registration is, instead, made on passports. Applications for renewal of registration should therefore, where possible, be accompanied by passports in future.

Renewal of registration is, as before, obligatory in the month of January. Passports should not be sent through the post and British Subjects residing away from Canton should, therefore, whilst applying by letter for renewal of registration at the beginning of each year, await a convenient opportunity before presenting their passports for endorsement.

J. W. JAMIESON,
 Consul-General,
 Canton.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.,

STEAM FOR SINGAPORE & BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL AND SOUTH AFRICAN PORTS.

THE Steamer "NAGPORE" will be despatched from this port at 4 P.M., on SATURDAY, the 18th JANUARY, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
MACKINNON, MACKENZIE & CO.,
 Agents.
 [194]

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE

CHINESE LANGUAGE SCHOOL.

A NEW CLASS of BEGINNERS will commence on MONDAY, JAN. 15th, 1933. If sufficient support be forthcoming, Application for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.
 Other classes will be resumed on the same date.

By Order,
D. K. BLAIR,
 Secretary.
 Hongkong, 2nd January, 1933. [165]

CATHEDRAL HALL.

TUESDAY, 9th JANUARY, 1933.
 AT 5.30 P.M.

2nd PIANO RECITAL
 BY
HARRY ORE
 With the Assistance of
 Messrs. ERIC RICE and
 A. M. BOWES-SMITH.

BOOKING AT ANDERSON'S.
 ADMISSION ... \$3, \$2, \$1.
 [15]

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.
 Apply
UNION INSURANCE SOCIETY OF CANTON, LTD.
 [169]

TO LET.

FURNISHED, for One Year or Eighteen Months, from 1st April, 1933.

"BERWICK LAW," No. 155, Peak, 5-roomed Bungalow with Tennis Court and Garden on Motor Road at Magazine Gap.

Apply
LINSTEAD & DAVIS,
 Alexandra Buildings.
 [170]

TO LET.

ONE Large OFFICE ROOM in POWELL'S BUILDING.
 Apply
LANE, CRAWFORD, LTD.
 [199]

TO LET.

FROM 1st June—Eight and Four Room HOUSES.
 Apply P. O. Box 259.
 [169]

FOR SALE.

"BENTLY'S" Complete Phrase CODE. New. \$15.00 Mex. "ADDIATOR" Calculating Machine. Adds, subtracts, multiplies, divides. New. \$15.00 Mex. Postage Free.

N. Y. NOVELTY CO.
 31, Nanking Road, Shanghai.
 [153]

HOUSES FOR SALE AT THE PEAK NEAR MOTOR ROAD.

FOR SALE, either together (suitable for a Mess), or separately, with early possession, Nos. 2 and 3, STURTEVANT TERRACE, PEAK.
 Apply to H. E. POLLOCK,
 Prince's Building.
 [196]

DAIRY FARM NEWS.

ICE CREAM.

WE barely beg to remind our numerous Customers that their Orders for ICE CREAM must be placed 24 hours before delivery is required.
 [193]

START THE

NEW YEAR

WELL!

Join the ranks of Hongkong's Discriminating Smokers, by securing your Supplies at the

HONGKONG CIGAR STORE.
ALEXANDRA BUILDINGS.
 Everything for the "moker."
 [183]

THE CORONET.

SEE ADV. ON PAGE 1.

KOWLOON THEATRE.

5.45 & 9.15 P.M.

WILLIAM DUNCAN

IN THE BIG

VITAGRAPH

SPECIAL PRODUCTION

STEEL HEART.

INTIMATION

Burnett's

celebrated

London

Dry Gin

Unique in Character and Flavour.

Quality Unequalled.

GIVES THAT DISTINCTIVE EXCELLENCE TO A COCKTAIL.

Blends Excellently with Watson's Stone Ginger Beer.

SOLE AGENTS—

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

'PHONE CENTRAL 616.

BIRTHS.

ANTHONY.—At London on January 1st, to ELIZABETH, wife of HERBERT C. ANTHONY, of Shanghai, a daughter.

DEER.—At Shanghai, on January 5th, to Mr. and Mrs. A. F. DEER, a son.

HONGKONG OFFICE: 10A, DES VOGES RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 10TH, 1933.

THE EUROPEAN MAIL.

In one of his recent books entitled "The Salvaging of Civilization" H. G. Wells, writing upon the subject of a world federation of nations, discusses the welding together of the United States of America, and with that wealth of imagery which is peculiarly his own, he draws a striking comparison between communications in America and in Europe. Rapid, easy, long distance communications have been, he declares, the principal unifying influence amongst the States of North America, and he contrasts the ease with which a man may travel two thousand miles in the States with the difficulties and delay—nearly all artificial—which are the present accompaniments of a similar journey across the States of Europe.

The developments in communication by land and sea which took place during the last fifty years of the 19th Century caused the world to shrink in apparent size. There came then a halt in this process. Consistent with economical running, steamers and trains seemed to have reached their maximum speeds. The pause was brief. Man took unto himself wings and boldly sprang aloft to the conquest of another element. Here, in the limitless space of the tenuous air, speeds previously confined to the pages of fiction might become commonplace events. They have done so.

Under the stimulus of the discovery that air-rafts were an indispensable part of the war machine, tremendous sums of money were spent between 1914 and 1918 in the improvement of air-raft design. The output of planes was measured by thousands when in normal times it would have amounted to a few hundreds. In these facts one may find a little consolation for they rank amongst the few positive benefits of the war. The result is that to-day the pioneer stage of air communication is completed. Tremendous developments will yet be seen, for air-rafts are still in their adolescence; but the fact of practical importance at the moment is that the existing material is fit to take its place in the scheme of things and do useful commercial work.

Owing to the disturbed state of the world since the Armistice, insufficient use has been made of air-rafts, and their potentialities have been neglected. There are signs that the tide has turned. The London-Paris air route, enjoyed record business last summer, and at the moment negotiating with the Daimler Company for the London-Berlin service. "We do not think, however, that it is in these 'long hop' services that the real value of British travel is to be found. The services between the British Isles and the Continent are aerial ferries and as such are extremely convenient, but it is the long-distance routes in the Empire which are crying out for development. Of these the most important is the Far East route. At the moment a section of it, from Cairo to Baghdad, is operating with mails, and its extension to India is shortly expected. Its prolongation to Hongkong would be of the greatest value to this Colony. Such extension is indeed inevitable, unless we are prepared to remain for a more or less indefinite period separated from London by a time gulf of thirty odd days that is only bridged at irregular intervals. The sooner we start pressing the question, the sooner we shall see the English mail glide to earth at Kowloon. The probable route, from Hongkong to Calcutta would lie along the valley of the West River to Yunnanfu, thence to Bhamo in Upper Burma, and from there to Calcutta. The hardest part of this route would be the section between Yunnanfu and Bhamo. There are here between two and three hundred miles of mountainous country with an average altitude of nearly three thousand feet. It should, however, be possible to establish an aerodrome in the Mekong valley, and emergency landing places in the valleys which run from North to South in this area. The total distance from Kowloon to Calcutta is approximately fifteen hundred miles, which would involve 15 hours' flying time, or about two days' total travelling time.

It is obvious that there are certain difficulties to be overcome. The first essential is to obtain the co-operation of the Chinese. If the authorities at Canton and in Yunnan were convinced that the scheme meant money in their pockets "we think that their hearty support would be assured. Obviously, the presence of aerodromes and the existence of transit dues would assist to swell provincial revenues. Secondly, the route must be surveyed and aerodromes sited. In this task we believe that the assistance of the Air Ministry could be relied upon. Lastly, there is the floating of a company, the provision of machines, and the enlistment of personnel. The last two factors are in abundant existence and only await financial backing. The money will not come from the Home Government, but the advantages of reducing the mail time from thirty to about ten days seems so great that we suggest the Hongkong Government would be justified in giving a reputable group of individuals some measure of support in the form of a mail subsidy. For the balance, the Company would have to rely upon the business community of the Far East, and we believe that at the present time a properly worked-out scheme under Government approval would not appeal in vain to the investing public.

Harmison's Circus, at Kowloon, announces the "first grand change of programme" to-night.

According to the Peking Press the Chinese Government needs \$4,000,000 "to tide over the New Year festival," and foreign creditors are pressing for repayment of matured loans.

A new Dennis fire engine has just arrived from England for the Hongkong Government Fire Brigade. The engine was moved from the Kowloon wharf yesterday and housed in the Kowloon Fire Station.

Six new cotton mills are being created by Japanese companies in Manchuria.

A Chinese was found lying in Nathan Road, just at the junction of Mody Road, seriously injured on Monday night. He is believed to have fallen off one of the Kowloon motor-buses. He was removed to the Kwong Wah Hospital.

Mr. D. H. Banner, of No. 314 Humphreys Buildings, Kowloon, has reported the loss of \$300 from a drawer in his room. He believes the money was stolen by some person unknown sometime between the 6th and the 8th inst.

Because he refused to be persuaded to leave his shop on Lamma Island, a shop-keeper states that he believes that the person who asked him to go out with him went to the foreshore and there burnt his boat. The boat is valued at \$100.

There will be a Musical at the Helena May Institute on Thursday, January 18th, at 5.30 p.m. for members and their friends, at which Mr. Eric Rice, with the orchestra, quartette, and soloists will give the music written for the "Tempest." Tickets, fifty cents each.—ADVT.

The Straits Settlement lost one of its ablest officers on December 28th, when the Hon. Capt. A. R. Chancellor, who has been Inspector-General of Police in the Colony for nearly nine years, left for Home on retirement after more than twenty years' valuable service.

H.M.S. *Moorken*, the West River gunboat was subjected to fire from a group of Yunnanese soldiers near Yuetching on Sunday. Some two hundred shots are said to have been fired but very few hit the *Moorken*, and these caused no casualties. The *Moorken* opened with her machine guns and there was no more shooting from the shore.

A collision took place yesterday at 11.15 a.m. between a private motor-car and a goods truck near the junction of Ice House Street and Chater Road. The truck was thrown violently to one side of the street and the left rear guard of the car was buckled. None of the coolies in charge of the truck were injured and the car was able to proceed on its way.

Nine salutes were fired yesterday morning in connection with the arrival in port of the Italian gunboat *Sebastiano Cabotta* on which H.R.H. Prince Aimone Roberto Duke of Spoleto, is travelling unofficially. The vessel will be here about fifteen days before proceeding to Canton. She has experienced heavy weather on the way out. As has been already stated the Prince is the second son of H.R.H. Prince Emanuel Filiberto, Duke of Aosta, who is first cousin to the King of Italy.

We are asked to correct a misapprehension likely to be caused by the published statement that the Japanese naval cadets who arrive to-day are to be entertained by the Chamber of Commerce. The facts are that the Chairman and Secretaries of the Chamber of Commerce have been asked by the Colonial Government to collaborate with the Harbour Master and Commander Tait, representing the Commander-in-Chief, to make arrangements for entertaining the visitors on behalf of the community.

The cases of notifiable diseases reported in the Colony during the week ended January 8th were: one Chinese case of plague; one English and one Chinese case of small-pox, one fatal; two British cases and one Portuguese case of diphtheria; three Chinese cases of enteric fever, all fatal; and one Chinese case of cerebro-spinal fever. One dog was reported as suffering from rabies, and three Chinese deaths were reported as the result of influenza. On Monday the Medical Officer returned a clean health bill as far as notifiable diseases were concerned.

DIVIDEND ANNOUNCEMENT.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The directors of the Hongkong and Shanghai Banking Corporation announce that, subject to audit, the dividend and bonus for the half year ending 31st December, 1932 will be:—
 Dividend 23 per share.
 Bonus in addition to dividend 23 per share.
 Add to silver reserve fund \$1,000,000
 Write off Bank premises 1,000,000
 Carry forward to next year about 3,350,000

CABLES.

[LATEST CABLES.]

[TELEGRAPH SERVICE'S AGENCY.]

SHIPPING CONSTRUCTION.

A BETTER OUTLOOK.

London, January 8th.

Lloyd's Register records a decrease of 47,000 tons in the world's tonnage launched during the final quarter of last year, as compared with the previous quarter, but an increase of 148,000 is recorded in the tonnage commenced. The total tonnage under construction in Great Britain on December 31st was 1,720,000, namely, 770,000 below the pre-war tonnage. The tonnage under construction abroad on December 31st was 1,970,000.

OBITUARY.

SIR HENRY BELFIELD.

London, January 8th.

The death is announced of Sir Henry Belfield.

[The late Sir Henry Conway Belfield, K.C.M.G., was educated at Rugby and Oriel College, Oxford. He practiced as a barrister on the Western Circuit and at the Devon and Exeter Sessions; entered Selangor Civil Service as Magistrate, 1884; Chief Magistrate, Selangor, 1888; Senior Magistrate, Perak, 1892; and on the federation of the Malay States in 1896 was appointed to be the first Commissioner of Lands and Mines. He acted as British Resident at Selangor, Negri Sembilan and Perak and was appointed Governor of East Africa Protectorate, 1912; also High Commissioner of Gambia, 1914; retiring in 1916. Deceased was in his 68th year.]

M. VAN BEAUFORT.

Athens, January 8th.

The death is announced of the Dutch Minister M. van Beaufort.

EARLIER CABLES.

THE REPARATIONS WRANGLE.

FRANCE PREPARES TO MARCH ON ESSEN.

London, January 8th.

The decision about to be taken by the Reparations Commission is awaited with the keenest concern, as, according to a Paris message, if the Commission declares Germany has defaulted in the matter of coal deliveries France will give the word to march directly to the Ruhr, without waiting until January 15th which was the date when Germany should announce whether she is able to pay cash. The Minister of Public Works has furnished the president of the Commission a note refuting the German statement relative to deficiencies in deliveries, which the German representative will elaborate before the Commission. In the meantime the French troop movements continue, and it is assumed that the first French objective will be Essen.

GERMAN COMMUNIQUE DENIES VOLUNTARY DEFAULT.

Berlin, January 8th.

A communiqué is published denying the accusation of voluntary default in respect of coal, timber and paving stones deliveries. It admits the obligations have not been completely fulfilled, and attributes this partly to the fact that the demands from the very outset were excessive and partly to uncontrollable circumstances, such as strikes and transport difficulties, and largely to the French authorities' alleged unwarranted conduct. The communiqué maintains that only preliminary negotiations have been proceeded with as regards the deliveries of nitrates, and that the Government in this case has fulfilled the Peace Treaty, because the Reparations Commission has not made definite demands.

French occupation of the Ruhr is expected on January 10th. No organised disturbances or strikes are anticipated at Essen. The newspapers state the German Government will refuse to enter into separate negotiations with France and express the opinion that occupation will not lead to any action on the part of the German Government beyond a formal protest.

CROWDS AWAIT COMMISSION'S DECISION.

Paris, January 8th.

Large crowds assembled in the neighbourhood of the Hotel Astoria, where the Reparations Commission is sitting. All the Allied delegates were present. The police shepherded the German experts through a side entrance. The Germans delivered their statements until five thirty, when the meeting adjourned until tomorrow in order to hear the conclusion of the German case.

Brussels, January 8th.

Preparations are being made for a Belgian force to co-operate with the French in the operations on the Ruhr.

LONDON STOCK EXCHANGE.

MARKET WEAK.

London, January 8th.

The Stock Exchange is dull owing to political events, except that French five per cent. are weak at 27 1/2. Movements are not important. The foreign exchange market is weak and nervous. The French franc is at 83.10 and the Belgian at 73.95. The lire is quoted at 93. German marks are at 42,500 to the pound sterling. Sterling in New York is quoted at 64 1/2.

APPREHENSION AT LAUSANNE.

PRECAUTIONARY MILITARY MOVEMENTS.

London, January 8th.

A feeling of pessimism akin to apprehension exists in diplomatic quarters as regards the fate of the Lausanne conference, owing to the stiffening attitude of the Turks since the collapse of the Paris conference, notwithstanding that Allied solidarity at Lausanne is in no wise affected by the Paris failure. It is expected the Allies will concentrate on drafting a peace treaty embodying the extreme limits of concession to which they are prepared to go in order to meet the Turkish claims, and the treaty will be presented for definite acceptance or rejection. The result should be definitely known about January 20th. In the meantime precautionary military movements are proceeding.

BRITISH NAVAL ARRANGEMENTS.

Malta, January 8th.

The battleship *Emperor of India* is due tomorrow and is expected to join Admiral Brock's fleet at Constantinople at the earliest possible moment, replacing the *King George the Fifth*, but it is unlikely the latter will leave yet. The destroyer *Speke* is leaving Chania for Constantinople.

Lausanne, January 8th.

It is officially denied that the British troops are preparing to leave Constantinople.

DEBT FUNDING COMMISSION.

CORDIAL ANGLO-AMERICAN DISCUSSIONS.

Washington, January 8th.

The first formal conference between the British and American debt funding commissions has opened. It is believed the interest rate will be one of the first questions considered, as the other terms largely depend on this point.

Washington, January 8th.

Cordiality marked the first formal conference of the Debt-Funding Commission.

Mr. Mellon said he deeply appreciated the British courtesy in without precedent dispatching the Chancellor of the Exchequer on such a mission.

Mr. Baldwin declared he sought no favour, but a square deal, which would secure repayment to America of the last cent of the wartime credits. Great Britain did not intend to depart from the principle of making the present generation pay as far as possible for the war, but the payment of the debt to America in gold was impossible. On the contrary, the conference was faced with the problem of liquidating international credit in view of the situation in which a creditor nation was unwilling to permit liquidation through direct delivery of goods and was also unwilling to see the sale of her products to the debtor nation.

An interruptor expressed the opinion that an agreement of the two great democracies on the subject would be a long step towards solving the economic troubles of Europe.

EMPIRE WIRELESS SYSTEM.

NEED FOR BETTER BRITISH FACILITIES.

London, January 8th.

A deputation of the Empire Press Union has urged upon the Postmaster-General the necessity for an Empire wireless system, and requested a statement of Government policy, pointing out that the present communications are of little service in the supply of news. The stations in France and Germany are far bigger and are more capable of giving the means and power for propaganda, in which Great Britain should not be out-distanced. A speedy decision is necessary in view of the high cable rates.

The Postmaster has replied that the Government realises the necessity for cheap and abundant Empire communications. The Government is reconsidering the policy of its predecessors as regards the method of establishing and operating an installation in Great Britain, but has not yet reached any decision. He dwelt on the question of cost and the great technical difficulties in establishing and operating the installation, but said he did not think a decision on this point would be long delayed. The question of the size of the station would remain. He did not fear any conflict of opinion or disagreement with the Dominions, where arrangements with private enterprise had already been made.

OPIMUM CONTROL.

LEAGUE OF NATIONS COMMITTEE ASSEMBLES.

Geneva, January 8th.

The League of Nations opium committee has assembled under the presidency of Sir Malcolm Delevingne and discussed the Assembly's resolution on the matter in September. The American representative declared the United States was already giving effect to the resolution. Mr. Campbell on behalf of India stated two-thirds of the exportable opium came from Persia and Turkey and only a third was produced in India.

[The resolution referred to dealt with a recommendation that each country should enquire into and estimate its own legitimate requirements.]

NEW TORPEDO PLANE.

AN ENGLISH INVENTION.

Paris, January 8th.

The new English torpedo-plane has been tested before French experts at Le Bourget, who were most impressed with the new slotted wing device, enabling landing and rising in a very confined space, and also helping to stabilise the machine after the launching of a ton projectile.

FAR EASTERN CABLES.

NEWS.

[TELEGRAPH SERVICE'S AGENCY.]

SINO-BRITISH TRADE RELATIONS.

SUGGESTIONS BY CHINESE CHARGE D'AFFAIRES.

London, January 8th.

The Chinese Charge d'Affaires, Mr. Chao Hsin Chiu in an article in the *Asiatic Review*, suggests that it would improve Sino-British trade and trading relations if the same rate of duty were charged on China tea as on Indian. He contends that the Chinese purchasing power for British goods would increase if the market in Great Britain for Chinese goods never expanded as it should.

It would benefit both countries if British finance and engineering ability interested themselves directly in the improvement of the means of transportation in China, since without this trade can never expand as it should.

The writer thinks that the good name enjoyed by British goods in the past will facilitate a revival of the British export trade to China to something like pre-war dimensions.

ITALIAN APPROVAL OF CHINESE CUSTOMS RATE.

London, January 8th.

The Italian Embassy denies Sir Edwin F. Stockton's statement, transmitted in a cable message dated January 4th, that the refusal to approve of the new Chinese Customs regulations was in any way connected with Austrian warships.

The Embassy says that the only question involved related to three steamers belonging to the Lloyd Triestino. The controversy has been referred to arbitration.

BRITISH EDUCATION FOR CHINESE.

PROF. Wm. SOOTHILL'S PROPOSALS.

London, January 8th.

Professor William Soothill, in a letter to the *Times*, suggests that the best way of dealing with the Boxer Indemnity would be to first devote a sufficient sum annually to the development of existing British elementary and middle schools in China, as feeders to the universities, and next to support the existing universities there, and the institutions which can be formed into universities. The British staff should be strengthened, where these are British and American. It would be possible, though the amount to be allotted is not large, to do very valuable work at Shanghai, Hankow, Tientsin, Shantung, Szechuan and Hongkong. Finally, a limited number of scholarships for study in Great Britain should be provided.

Chinese students in England have been, on the whole, a credit both to China and the universities, but it is advisable that students should be thoroughly educated in China before being sent abroad. Some portion of the indemnity would be well spent in providing post graduate scholarships in Great Britain for graduates.

(Continued on next column.)

COMMUNISTS' ASPIRATIONS.

CAPTURE OF ANGLO-AMERICAN WORKERS.

Moscow, January 8th.

Trotsky, speaking before the All-Russian Congress, said the biggest task of the Communists was to capture the English and American workers. He boasted that Russia could feed the European proletariat in the event of an American food blockade.

ATTEMPTED ASSASSINATION.

ACCUSED SENTENCED.

Paris, January 8th.

Gustava Bouvet, who attempted to assassinate the French President on July 14th, has been sentenced to five years penal servitude.

FREE STATE DESERTERS.

FIVE EXECUTED.

London, January 8th.

Five Free State deserters, who were captured whilst fighting on the side of the irregulars, have been executed in Dublin.

MR. HOOVER DECLINES TRANSFER.

Washington, January 8th.

Mr. Hoover has declined an offer to exchange the Secretaryship of Commerce for that of the Interior, vacated by Mr. Fall.

NEW ZEALAND TEST DRAWN.

Christchurch, January 8th.

The M.O.C. compiled 145 for the loss of five wickets, and the match was drawn.

CHAIR FIGHT IN THE SENATE.

Peking, January 8th.

In the Senate this afternoon, Yang Yun Tai's supporters contended that Thursday's vote should be accepted as the election of Yang Yun Tai as Speaker. Wang Chia Hsiang's followers vehemently dissented, and heated arguments culminated in a free fight, in which chairs were used as weapons. Finally, the Senate was adjourned in disorder.

RETROCESSION OF WEIHAIWEI.

Peking, January 8th.

With reference to the summoning of Mr. M. T. Liang and Mr. Giles to Peking, Reuter's correspondent learns that the British and Chinese Commissioners have been engaged in preliminary discussions in which satisfactory progress has been made. The principal delegates are now proceeding to Peking to consult their respective superiors before the opening of more formal negotiations.

FOREIGN AFFAIRS PORTFOLIO.

Peking, January 8th.

Mr. Alfred Soa, interviewed with reference to the Foreign Affairs portfolio, said that his original intention on returning to China was to acquaint himself with the recent conditions here, and then to return to Washington. The Premier, however, had repeatedly invited him to accept the Foreign Ministry, and, after consulting his friends who had assured him of their wholehearted support, he had consented, mainly influenced by the desire to maintain the international position which China had gained recently, and particularly to bring the results of the Washington Conference to complete realisation.

Peking, January 8th.

Wa Yu Lin, Minister of Communications, arrived from Tientsin at noon, and Liu En Yuan, Minister of Finance, is expected to arrive this evening.

INVASION OF KWANGTUNG.

Peking, January 8th.

The forces invading Kwangtung are reported to have advanced as far as the vicinity of Shihlung, where fighting has begun.

Admiral Liu Kuan Hsiang has arrived at Amoy with authority to arrange peace among the warring factions in Fukien.

Admiral Lou Kuan Hsiang has suggested three plans, and he states that if none of these are accepted, he will be compelled to adopt force.

It is understood that the Szechuan Second Army, which was formerly driven out of that province, is now reorganised and is preparing to again enter, counting upon gain from the dissensions between the First and Third Armies.

"INFANTS" WHO VOTED.

MYSTERIES OF THE REGISTER.

Several children, whose names in some mysterious manner had found their way into the register, attended polling stations in different parts of Gt. Britain on November 15th—and were permitted to vote for candidates in the General Elections.

These included a boy aged five and a half years, who, accompanied by his mother, voted at Hoxwood. His name was on the register and his mother declared that he was the only person bearing that name at her address.

Two children voted at Hull. One, Andrew Ford, the son of a docker, was only three years old. His vote is said to have been recorded for Commander Kenworthy, but his father's vote was challenged and disallowed pending a ruling upon a technical objection. A 12-year-old boy on the register voted in South-West Hull for the Rev. D. Pugh, the National Liberal candidate.

William Alfred Thompson, a six-year-old boy of Albert-road, Cleethorpes, voted in the Grimsby election at the Burnar-street School, Cleethorpes. He drove up with his mother, and walked manfully into the polling booth, where he gave his number.

A two-year-old boy was brought to the polling station to vote in Central Portsmouth, and as his name was on the register the vote was allowed.

The youngest voter in the Peterborough Division of Northamptonshire, Reginald Wileman, aged 11, presented himself at the opening of the poll at Peterborough and placed the first ballot paper in the box. He signalled the event Master Wileman forwarded a decorated horse-shoe to the Conservative candidate, Sir Leonard Brinsley, who afterwards toured the division with the horse-shoe attached to his car as a mascot.

At Canterbury, Constable Webb took his four-year-old son with him to the polling booth, but, although the child's name was on the register, his vote was disallowed.

A boy of 12 years of age voted at Acton. Apparently all the "infants" who were allowed to vote were boys.

At Newcastle a 6-year-old boy whose name was on the register was not allowed to vote. The personation agent demanded an identity affidavit, and the presiding officer considered the lad was too young to be sworn.

Striking revelations are contained in the report of the two judges who constituted the Martial Law Inquiry Commission into the Rand rebellion. The most instructive chapter is that which deals with the part played by Communists in exploiting their own ends in the recent outbreak and the Republican movement among the Dutch miners.

The aim of the Communists was to infect the natives with revolutionary doctrines.

OUR LONDON LETTER.

THE SINO-BRITISH ASSOCIATION CRITICISED.

COMMUNISTS AND CRIMINALS AT THE HEAD OF UNEMPLOYED MARCHERS.

[FROM OUR OWN CORRESPONDENT.]

London, November 8th.

THE SINO-BRITISH ASSOCIATION.

Truth continues to follow up recent criticism in its columns of the Sino-British Association in London, with special reference to Mr. Leslie E. Haynes, whose name is familiar to many of your readers. The paper criticises Mr. Haynes' claim to act as adviser to British firms desirous of promoting their trade interests in China. The whole purpose of the present and previous articles is to prove in characteristic fashion—that is, without fear or favour—that the Sino-British Association is an organisation that business people would do well to avoid.

In this week's issue there are references to letters received from Mr. Haynes defending himself from the charges in Truth that his financial stability is questionable, to say the least. He says his holding in the Association is 2,700 shares, which have been paid for, by him in cash, and he suggests that the bank pass-book of the Association might be examined as evidence of the fact. To this Truth retorts that it is a pity he does not pay his creditors, and prints a letter from a firm who supplied him with a gramophone last March to the value of six guineas and are vainly trying to obtain their money; in fact, they ask Truth to let them have the address of the debtor.

IN THE FAR EAST.

It need scarcely be said that this and a great deal more to the same effect makes interesting reading for firms 'here' who have been invited by the Sino-British Association to consult that body about business in China. Mr. Haynes states that to owe money is not regarded as a crime in the Far East, and he blames the "chit" system for this outlook in regard to such matters. The comment of Truth is that to owe money is certainly no crime, but it depends. The paper proceeds:—

"People's judgment of a debtor's conduct depends upon the circumstances in which debts were incurred, and I am afraid it must be said that in Hongkong and elsewhere in the Far East—Selangor, for instance—Mr. Haynes' case is regarded unfavourably. His reputation out there is not exactly helpful to a trade organisation, nor is that of Mr. T. Bowen Partington, who has been actively associated with Mr. Haynes in London, and who is also known in Hongkong and Swatow. In Shanghai and Hongkong the idea of British firms looking to such sources as these for information and guidance in regard to Chinese trade is considered a rare joke."

After this it will be interesting to see whether the numerous papers in this country that have placed the hospitality of their columns at the disposal of Mr. Haynes for the expression of his views upon questions affecting the Far East will still extend to him the privilege.

THE HONOURS INQUIRY.

It is announced that the Royal Commission which was appointed to inquire into the system governing the bestowal of honours has completed its investigations. But I am informed that the final findings are still necessary before the final report can be drafted. An effort will, however, be made to place the findings of the Commission before the Prime Minister on or before the end of the present year, or previous to the preparation of the New Year's Honours list.

The list on this occasion will be the shortest on record, I hear, because, for one thing, Mr. Bonar Law has not been long enough in office to feel it incumbent upon him to confer favours right and left, and also because the recent outcry both inside and outside Parliament on the subject really frightened Ministers.

They know perfectly well now that they must be wary in choosing recipients. The Opposition in the House of Commons may be trusted to exercise keen vigilance, and the slightest suspicion that honours are being distributed in a quarter where they have not been earned will start the Labour Members off on the war-path.

SMALL-POX IN ENGLAND.

Outbreaks of small-pox in London and other parts of the country have mobilised the doctors on behalf of vaccination. They have begun a campaign with the object of stampeding the public into the ordeal, whether the public like it or not. A fair number of people are to be seen in the streets wearing a bit of red tape round their arms as the outward and visible sign that the wearers are on the side of safety, real or imaginary, according to opinion. But, for the most part, the danger of contagion is lightly regarded; and it will take more than 80 cases of small pox—the number under treatment in London this week—to convert the sceptics that Dr. Jenner was right in theory and practice.

The doctors are concentrating upon the schools. If a child is absent the attendance officers are held responsible for making immediate inquiries as to the cause, and reports have to be made to the Medical Officer of Health the same day. The special vigilance with which it is carried out swiftly and surely is a remarkable proof of the efficiency which characterises the system of school medical inspection in these days.

LIBERALS IN PARLIAMENT.

Among the rank and file of both the Liberal sections in the new House of Commons there is a strong and growing feeling in favour of party re-union, and it may soon become powerful enough to bear down the opposition of the prominent men. This week there has been a conference of both

sections, when the matter was discussed in a friendly manner. The main difficulty is the question of the leadership. Who should be the leader of the united party? Mr. Lloyd George thinks he is entitled to the honour, but Mr. Asquith considers he is the man.

The two groups are herded together on the benches below the gangway in the House of Commons, except for Mr. Asquith and a few of his friends, who are resisting all the efforts of the Labour party to dislodge them from the front Opposition bench. Labour claims this part of the House as a matter of right because it is the largest single party in Parliament opposed to the Government. Moreover, Mr. Ramsay MacDonald, Labour leader and Socialist, is the accredited leader of the Opposition. But it happens that in the position stated Mr. Asquith and his friends are separated from the bulk of their followers; while Mr. Lloyd George, just below the gangway, is in the middle of them.

The late Prime Minister is, I believe, anxious to keep in touch with those Unionist M.P.s who came out with him when the political crisis arose; his ultimate aim being to form a Centre Party. But at present it looks as if events would decide developments in quite another direction.

MOB OF UNEMPLOYED.

As the cables have apprised you, a mob of unemployed to the number of a couple of thousands arrived this week in London with the professed intention of getting work from the Government. But first of all they demanded an interview with the Prime Minister, and when this was refused they point-blank declined to discuss their grievances with anybody else. The visit was timed to coincide with the opening of Parliament, which has a certain significance. There has been a lot of talk by the spokesmen of the pilgrims about marching in force to the House of Commons. The leaders were aggressively eager to inform the public that the majority of their followers were ex-Servicemen who did not mind hard knocks, or even death, if such were necessary to gain their ends.

But the authorities were not in the least perturbed. Neither were the general public, for that matter. A police order which was promptly issued clearly defined a wide area, of which Westminster was the centre, as "out of bounds" for any flag-waving processionists from the Midlands. Hundreds of policemen, mounted and on foot, were on duty. The marchers had no option but to drift like a veritable rabble into Hyde Park and indulge in soap-box oratory near the Marble Arch, the traditional refuge of baffled and disappointed agitators.

COMMUNISTS AND CRIMINALS.

Any feeling of sympathy that might otherwise have been felt towards the unemployed marchers was completely checked by an adroit action on the part of the police. It was exceedingly simple. They published through a good offices of the London Press a short biography of each of the so-called leaders, and it certainly made most instructive reading. As a "Who's Who," it is unique in its way. Some of the gentry about whom little pen-pictures were given are, it seems, convicted criminals who have undergone terms of penal servitude or hard labour for many and varied offences. One of them has served a long sentence for rape. The published facts confirm what every well-informed person suspected—that this demonstration in London, like other similar manifestations in different parts of the country, are organised by Communists of the most dangerous type. Their sole object is to use the unemployed as mere pawns in their mean political game.

The demand for an interview with the Prime Minister, about which there has been so much insistence, was put forward in the expectation that it would be refused, so that Mr. Bonar Law could be represented as a hard-hearted tyrant supporting the wicked Capitalists against poor, deserving, out-of-work fathers of families. On the other hand, had the demand for an interview been granted, much compliance would, of course, be a confession of weakness on the part of the Government, an open acknowledgement that the power-that-be are subject to dictation by the mob. It is all very clever, but nobody in this country is deceived.

ORGANISED BY BOLSHEVISTS.

I am told that the whole affair from start to finish was arranged at the instance of Lenin and other sinister figures at Moscow. The Bolsheviks there, it is said, were woefully disappointed at the outcome of the General Election in England, and they intimated that something in the way of a riot in London would have to be attempted or the supply of money from Russian sources would be stopped. As the funds of the Communists here are known to be very low it is easy to understand that the effort at mob dictation at Downing Street was considered necessary, and so it was engineered at the present time, when a new Parliament was summoned. What puzzles the mass in the street is that the organisers of the demonstration should be so simple as to suppose that the British public can be so easily galled. Just as if the Government are unaware of the extent of unemployment in the country, or that it was essential that a ragged army of unworked and unkempt stragglers from Birmingham and Manchester should march to London to call attention to the subject!—H.B.

Kipling's most authoritative exponent of undiluted Marxism, makes a scathing indictment of Bolshevism in his preface to a book on the recent political trial at Moscow. "Bolshevism," he declares, "will fall in shame and disgrace, hounded, perhaps, but not only by the hounded, perhaps, but by the hounded, and speculators of the capitalist world, and accompanied by the masses of the entire world proletariat struggling for emancipation."

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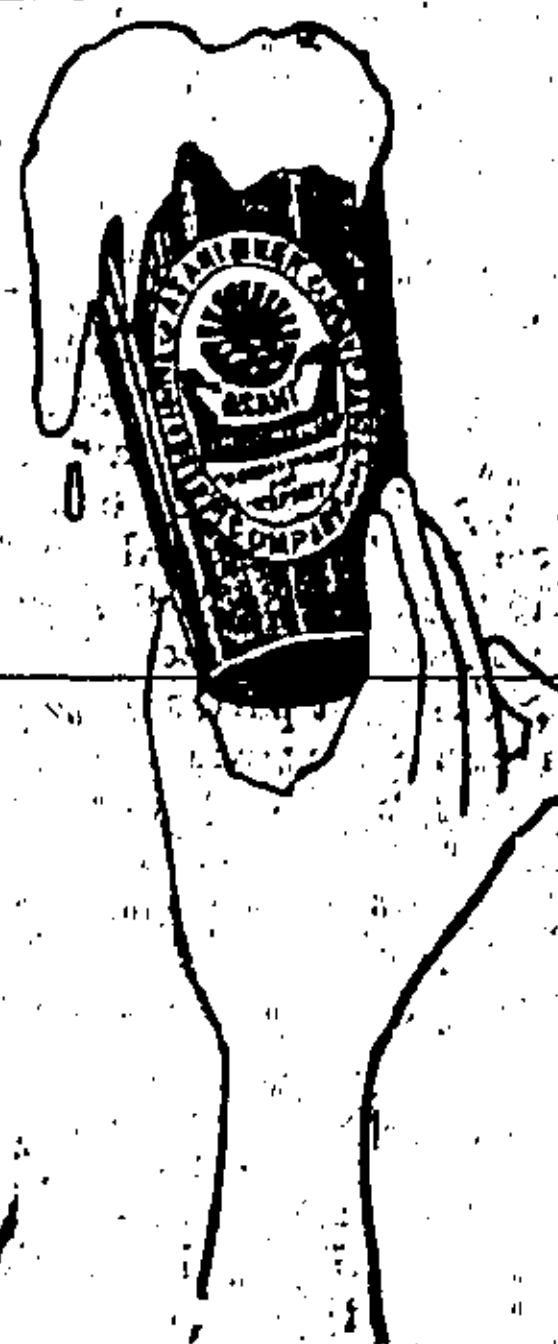
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THE BANKRUPTCY OF LUCILE.

THE BUSINESS ADVENTURES LADY
DUFF GORDON.

The statutory first meeting of creditors under the failure of Lady Duff Gordon, who filed her petition on October 11th, and who was described as of 33, Hanover Square, London, and 41, Route de Versailles, Ville d'Avray, near Paris, dress designer, took place in London recently.

It was reported by the Official Receiver that according to a statement of affairs lodged by the debtor, the liabilities were £37,853, of which £31,053 were expected to rank for dividend, and there were assets consisting of furniture, £21,000, and a gold watch, a motor-car and some other property, valued together at £1,800. It was stated that the whole of the assets were required to meet a claim for income-tax and super-tax.

It had been stated by the debtor that in 1893 she commenced business as a dress-maker and designer. She adopted the trading style of "Lucile." When she started business she had no capital. In 1904 premises at 33, Hanover Square, were taken. The business was at that time extending, but further capital was required, and therefore a company was formed to take it over. The debtor remained in charge of the business as the company was a family concern. In 1920 the turnover of the business was £160,000 and it was flourishing.

Another company had been formed in 1910, the object in view being the opening of a business in New York. The debtor seeing good prospects there. Another subsidiary company was also formed with a view to dealing with Parisian customers. In 1916, with the object of dealing with the debtor's Chicago business, a company was registered. Success attended the business, and they continued to increase enormously, and she held a number of shares in the companies in 1919. The debtor acted as dress designer.

Just before 1919 the debtor was introduced to Mr. Shulof, of New York. He made the suggestion that she should join him in business, having wholesale places in the large towns in America. She did not agree with the suggestion, but allowed her name to be used in connection with the business in America. A company had been formed, and was carried on as Lady Duff Gordon. She withdrew her name altogether later. The business had not proved successful. It was further stated by the debtor that in 1918 Mr. Shulof entered into negotiation with the various companies, the idea being to acquire the business or obtain her interest or control, and debtor alleged that he induced her to sign two agreements. She handed him 200 shares in the American company, but they were to be held by him only for voting purposes. Litigation arose at a later date, and the result was that she was advised to file her petition.

The debtor had added that she had been dismissed from the board of directors of the French company, and she was without occupation. She was claiming damages against the company, and also against Mr. Shulof. It had been added by the debtor that the companies in America were insolvent. The assets, she stated, including her furniture there, had been sold by liquidators. Her insolvency she attributed to the failure of Mr. Shulof to fulfil his agreement; also to the stoppage by the companies of her payments, and to alleged wrongful dismissal.

Mr. A. E. Johnson (Theodore Goldard & Co.) said the liabilities of the debtor appeared to be exceedingly large. Her personal liabilities, however, amounted practically to nothing at all. Certain amounts appearing in the statement of affairs by the debtor were claimed by Mr. Shulof and the French company. The income-tax claim should have been provided for by a company, as long as she received her salary the debtor had paid all her personal debts.

No offer of compensation was placed before the meeting, and a consent to an adjudication in bankruptcy was signed by the debtor, the remark being made, "Most adventures I have had, but this is the first time I have been a bankrupt."

The meeting appointed Mr. F. S. Salaman, chartered accountant, trustee of the estate.

A FATHER'S WISHES.

BARRISTER AND HIS CHILDREN.

Mr. John Stapleton Martin, M.A., of The First, Norton-Juxta-Kempsey, Worcs, and of the Middle Temple, barrister, who died September 26th last, left, in addition to settled property of considerable value, unsettled estate of the gross value of £3,884, with net personality nil. He directed that his remains should be cremated, and the ashes buried at Kensal-green. He stated:

"I am of opinion that many people are buried alive, and that the only certain test of death is the commencement of decomposition," and he therefore implored his wife to get a second opinion from a doctor, a stranger to him, as to life being extinct, and that some of his veins should be cut.

Whereas in my opinion now I can be called complete which is made by any person of education without some declaration of his religious belief or statement why he has none, now I declare my belief in the forgiveness of sins by God Almighty, through and in Jesus Christ.

"I trust and pray that all my most dearly loved children may grow up to be of use in the world, to love books and music and flowers, to imitate liberal Christian ideas, to hate alcohol, and to observe Sundays, and that they shall always venerate their ancestors, love their country, serve God, and honour the King."

"I direct that my children shall be educated and brought up as decided Protestants, and to guide my guardians on this most supreme matter of religion I state that I desire my children to be educated in the matter of religion according to the teaching of the late Dr. Vaughan, Dean of Llandaff, and Master of the Temple. I also direct that my children shall be brought up as free-thinkers, and taught that Sunday is a day for worship and learning, and certain not for frivolity. I hope, and as far as I can, direct, that short family morning prayers shall be said every week-day wherever the home of the children may be."

"I feel it right to add that I fear all these directions may not be carried out, but I can only express my wishes."

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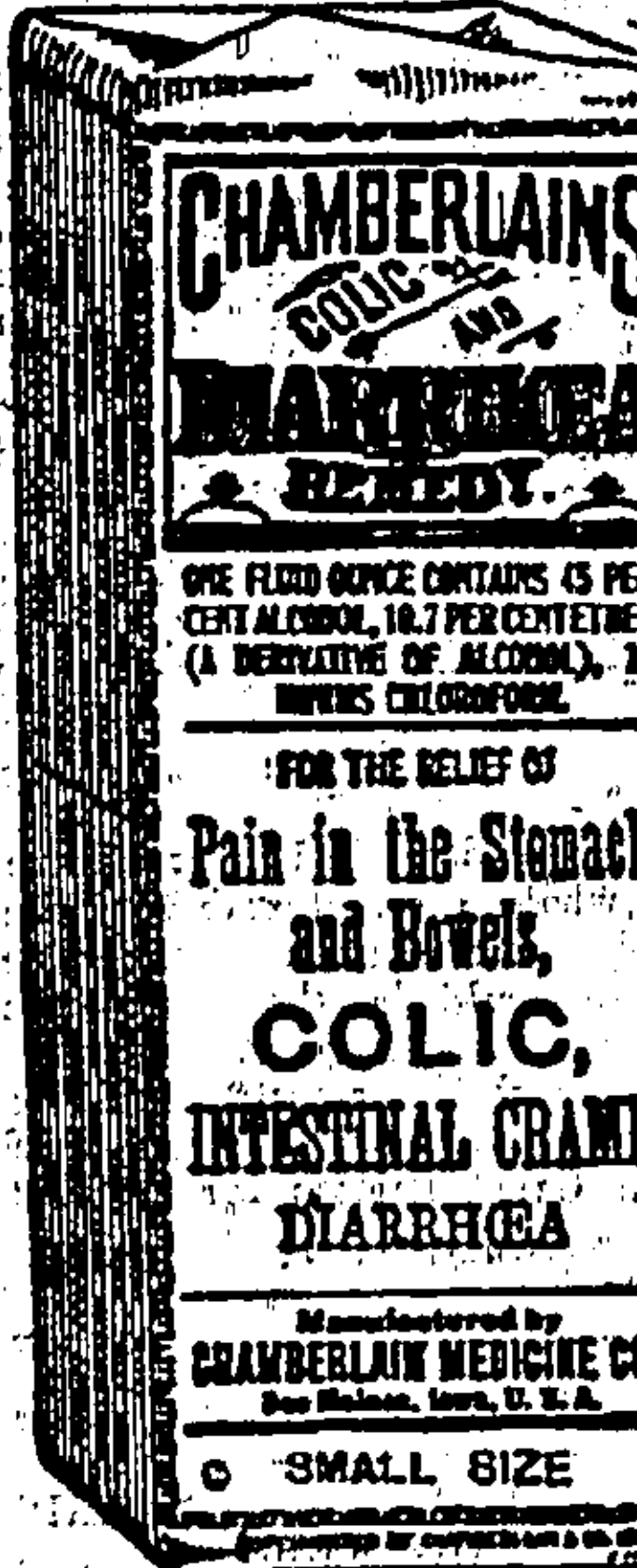
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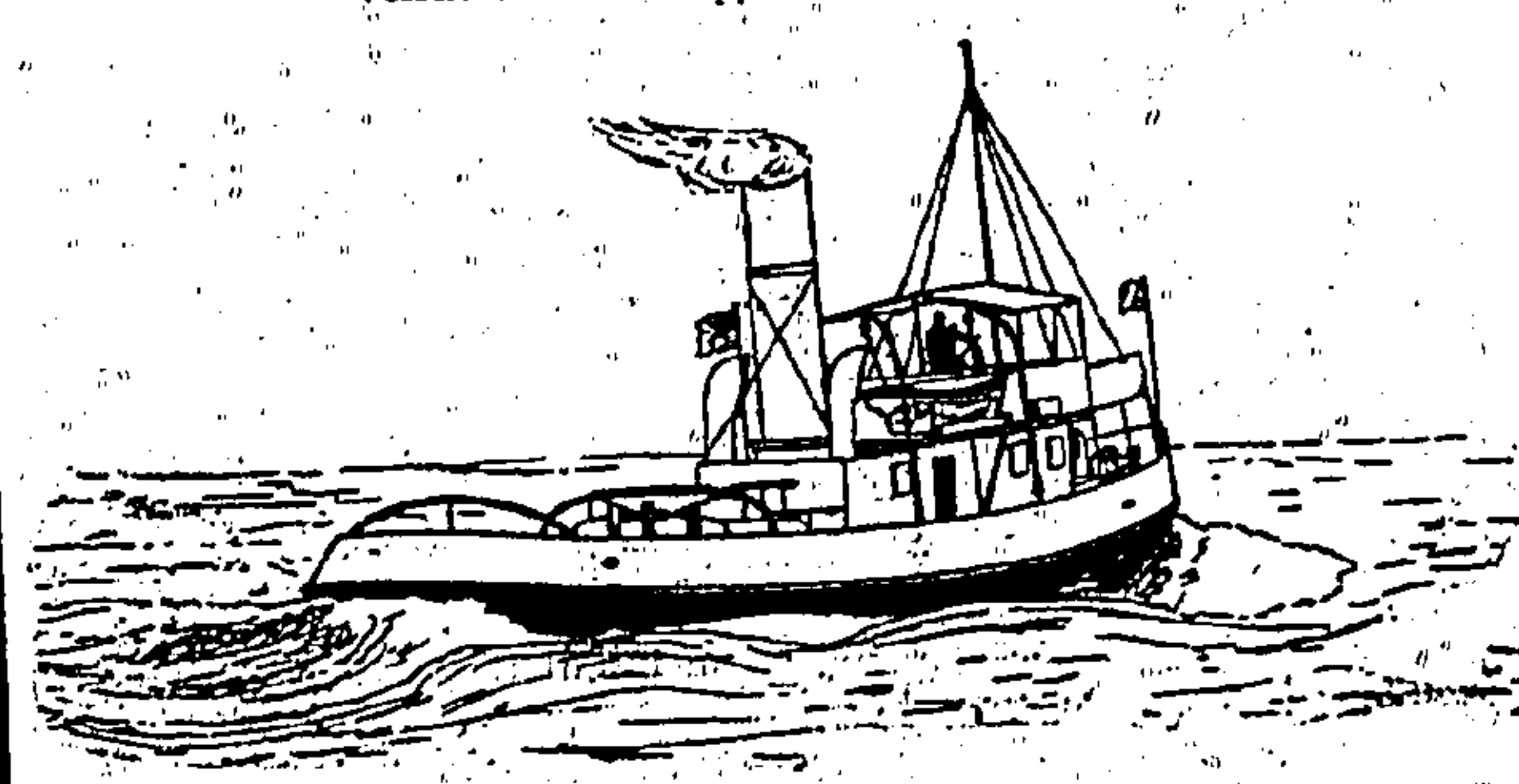
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AMERICA AND THE DEBTS.

NOT "HARD-HEARTED OR GRASPING."

TREASURY OFFICIAL'S STATEMENT.

Certain aspects of the inter-Ally debt problem were discussed on November 24th, by Mr. Eliot Wadsworth, Assistant Secretary of the Treasury and Secretary of the American Funding Commission, in a speech at a banquet of the Academy of Political Science, New York.

Mr. Wadsworth pointed out that the total collections by the United States in the three and a half years ended last October were \$125,000,000 (\$27,750,000), all representing special transactions—out-side war loans. This was the sum total of the burden which Allied debts to the United States had placed on the exchange markets, though they mean-while had handled export trade to the extent of \$20,000,000,000 (\$4,400,000,000) and imports of \$11,000,000,000 (\$2,440,000,000), with enormous invisible items which could not be measured and exchange created by loans to foreign Governments floated in America of over \$9,000,000,000 (\$2,440,000,000). Thus the relatively small amounts transferred from European treasuries to the United States could hardly be called on to bear the blame for the fluctuations in foreign currencies as measured in dollars.

Mr. Wadsworth did not minimize the importance of the debts as a problem. He described them as a "legacy of trouble from the world war, which only time, hard work, patience, and forbearance can eliminate." But so far they had had little effect "except as they hang like a distant cloud upon the horizon of business." There were more important questions—political and economic—which prevented the rehabilitation of Europe. Threats of war, wild inflation, and constant crises all had an unsettling influence. The inter-Ally debts, resting quietly in Treasury boxes, added little to the immediate difficulties.

There was a point in the discussion not often made, Mr. Wadsworth declared, namely, that some day the United States might be a borrower and European nations the lenders. "If the debts of this war are cancelled," he asked, "how could we word our promise to pay so as to satisfy the lender that we would not in after years request cancellation on the ground that we had taken similar action in years gone by?"

A NATION'S BOND.

Mr. Wadsworth referred in some detail to the official record to show what should hardly need showing—that the United States had not displayed "a hard-hearted and grasping disposition," and urged that the fact that the Government had declined to consider cancellation was not just ground for criticism.

As for the value of the debts he ventured the opinion "that a considerable portion can and will be paid, and further, that long before they are paid the credit of at least some of the debtor nations will be re-established, their bonds confidently taken by investors, and their currencies stabilized in the exchange markets." He paid a tribute to Great Britain and what he called the "proud statement" that "England pays her debts," and declared that the attitude of the British was not merely a gesture, for it was backed up by the payment of \$100,000,000 (\$22,000,000) in the last thirty days on account of interest.

His summary of the debt situation—and he spoke as a responsible official of the Government—was "that the United States was by no means an unliberal lender, that she has not proved so far a hard-hearted creditor, and would be glad to talk with the debtor nations in an effort to ease the burden of their debts during the difficult times of the present, but she does not feel that the present is the time for cancellation, or that, in view of our knowledge to-day, cancellation can be considered as a way out."—Times.

GOVERNOR OF JAMAICA.

NO CONFIDENCE MOTION PASSED.

The elected members of the Jamaican Legislative Council held a conference at Kingston, on November 28th, at which a resolution on the condition of the Colony's affairs was drafted. In order to secure unanimity it was agreed to omit the names of the Governor, the Colonial Secretary, and the Director of the Railway as the officers whose removal was desired.

When the Legislature met the House was filled to overflowing with spectators. Standing orders were suspended, and the House proceeded to discuss the motion, which stated that the Council deprecated the manner in which the Government dealt with financial questions; the repeated expenditure of public moneys without the sanction of the Council in direct violation of the Constitution; the system of withholding information relating to public business from the elected members; the lack of bona fides and frankness displayed in the treatment of the electives—all of which was generally characterized of the present Government. All public confidence in the Administration, the resolution continued, had been lost, owing to the manner in which the extraordinary claim for the Railway Director's Commission had been dealt with, the money being paid without previous submission to the Legislature. "The Council hereby records its protest against such conduct, and also its absolute want of confidence in the Administration."

In the debate elected members said that the resolution was intended to benefit the Colonial Administration and restore the Government of the Colony for British prestige. It was intended to preserve love of Empire. No one would appreciate the step more than the home authorities when they found that they had made the mistake of sending out the wrong class of officials, who were dragging down the prestige of the Empire. The Government had been introduced into the Colony's services. The present Administration was the most disreputable that had ever governed the island, however painful it

(Continued on first of next column.)

WEATHER REPORT.

Jan. 9th, at 11.15.—Pressure has decreased considerably over central and N.E. Japan. It has increased considerably from Weihaiwei to Shanghai and slightly from Formosa to Haiphong.

A depression lies to the East of Tokio and an anticyclone covers S.E. Mongolia and China.

Fresh to strong monsoon may be expected along the coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. 9th Jan., 0.00 inch. Total since January 1st, 0.00 inches, against an average of 0.11 inches.

The forecast for the 24 hours ending at noon, 10th Jan., is as follows:—

District	Forecast
Hongkong to Gap Rock	N.E. winds, fresh; fine to cloudy, becoming cooler.
Formosa Channel	N.E. winds, strong.

South coast of China between Hongkong and Lamooki No. 1.

South coast of China between Hongkong and Hainan No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 9th.

	Previous Day at 2 p.m.	On Date at 2 p.m.	3 Days at 2 p.m.
Barometer	30.01	30.09	30.08
Temperature	71	61	66
Humidity	68	93	76
Wind Direction	E	Calm	E
Force	2	0	3
Weather	B	Bm	B
Rain	0.00	0.00	0.00

Highest open-air Temperature on 8th ... 72
Lowest open-air Temperature on 9th ... 61

HONGKONG TIDE TABLE.
From Jan. 10th to 16th, 1923.

Day of Week	Day of Month	HIGH WATER			LOW WATER		
		Time	Height	Standard Time	Time	Height	Standard Time
Wed.	10	10.34	5.6	9.7	2.1	11.0	2.1
Thur.	11	10.58	5.6	10.3	2.2	11.45	2.2
Fri.	12	11.21	5.6	11.0	2.3	12.0	2.3
Satur.	13	11.45	5.6	11.45	2.0	12.45	2.0
Sun.	14	12.08	5.6	12.15	1.5	1.51	1.5
Mon.	15	12.31	5.6	1.23	1.0	2.31	1.0
Tues.	16	12.54	5.6	1.54	0.7	3.04	0.7

DAIRY FARM NEWS.

BUTTER IS ALL FOOD AND NO WASTE

Use it in every way possible in preparing and cooking other foods. By doing so you not only improve their flavour, but add tremendously to their food value.

THERE IS NO SUBSTITUTE FOR BUTTER.

Think of it as a vital food and not as a luxury.

The best obtainable Brands are—

DAISY AND DAIRY MAID

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When in doubt about your eyes or your glasses

Consult

CHINESE OPTICAL CO.

Eye-sight Special Lists.

67, QUEEN'S ROAD CENTRAL

(Hongkong.)

HOW WE GET "PEP."

Speaking on the problem of nutrition at the British Association Annual Meeting, held in September last, Professor E. F. Cathcart emphasized the high dietetic value of meat. He suggested that its nutritional importance depended not merely on the high biological value of its protein, but also on the fact that meat acted as a stimulant of cellular activity, thus supplying what our American friends expressively call "pep."

It is doubtless this factor that explains the great success of Bovril, and accounts for its popularity. It explains, in scientific language how and why, Bovril prevents that sinking feeling.

might be to say so. Misrepresentations had been made to the Colonial Office. The Governor had said he was unable to govern as he desired owing to superior forces. Who those forces were the elected members did not know, seeing that the Administration had the power to overcome them.

INDO-CHINA

STREAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION.		"CHILDAR"	
BANGKOK via SWATOW	Thursday, 10th Jan., 9 a.m.	BANGKOK via SWATOW	Thursday, 10th Jan., 10 a.m.
TSINGTAU via SWATOW	Thursday, 10th Jan., 3 p.m.	TSINGTAU via SWATOW	Thursday, 10th Jan., 3 p.m.
STRAITS & CALCUTTA	Friday, 11th Jan., 3 p.m.	STRAITS & CALCUTTA	Friday, 11th Jan., 3 p.m.
MANILA	Saturday, 12th Jan., 9 a.m.	MANILA	Saturday, 12th Jan., 9 a.m.
HAIPHONG via HOIHOW	Sunday, 13th Jan., 10 a.m.	HAIPHONG via HOIHOW	Sunday, 13th Jan., 10 a.m.
TSINGTAU via SWATOW	Monday, 14th Jan., 10 a.m.	TSINGTAU via SWATOW	Monday, 14th Jan., 10 a.m.
BANGKOK via SWATOW	Monday, 14th Jan., Noon	BANGKOK via SWATOW	Monday, 14th Jan., Noon
TSINGTAU via SWATOW	Tuesday, 15th Jan., 10 a.m.	TSINGTAU via SWATOW	Tuesday, 15th Jan., 10 a.m.
SHANGHAI via SWATOW	Tuesday, 15th Jan., Noon	SHANGHAI via SWATOW	Tuesday, 15th Jan., Noon
SANDAKAN	Thursday, 16th Jan., 10 a.m.	SANDAKAN	Thursday, 16th Jan., 10 a.m.
TSINGTAU via SWATOW	Friday, 17th Jan., 10 a.m.	TSINGTAU via SWATOW	Friday, 17th Jan., 10 a.m.
Kobe via SHANGHAI	Monday, 20th Jan., 8 p.m.	Kobe via SHANGHAI	Monday, 20th Jan., 8 p.m.
STRAITS & CALCUTTA	Monday, 20th Jan., 8 p.m.	STRAITS & CALCUTTA	Monday, 20th Jan., 8 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Straits and Hongkong to Japan, occasionally calling at Shanghai and Hongkong. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Haiphong when Indonesian officers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "HINRANG" and "MAUHAN". Cargo taken of having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datin.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about Thursday 11th Jan., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

Telephone: Central No. 215

GLEN AND SHIRE

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel Due Hongkong: "RADNORSHIRE" 16th Jan. "GLENSHANE" 30th Jan. "PEMBROKESHIRE" 6th Feb.

HOMEWARDS.

Vessel Leave Hongkong: "GLENSHANE" 10th Jan. "RADNORSHIRE" 17th Jan. "PEMBROKESHIRE" 24th Jan. "GLENSHANE" 30th Jan. "RADNORSHIRE" 6th Feb. "PEMBROKESHIRE" 13th Feb. "GLENSHANE" 20th Feb. "RADNORSHIRE" 27th Feb. "PEMBROKESHIRE" 6th Mar.

Movements are subject to change without notice. For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd., The Glen Line, Ltd., AGENTS.

Telephone: Central No. 215 sub-ex. 23 and Central 2096.

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Average Rates for Single Rooms (without Bath) including meals \$5-6 in cities and some popular resorts. \$4-5 in country districts.

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IN CHINA

Peking Hotel, Tientsin Hotel, etc.

IN MANCHURIA

Harbin Hotel, etc.

For descriptive booklet at any of our offices.

Head Office: LUDGATE CIRCUS, LONDON, E.C. HONGKONG HOTEL BUILDING. Telephone: Central Nos. 224 & 225.

Thos. Cook & Son.

SHIPPING NEWS

ARRIVALS

January 8th.
Aki Maru, Japanese str., 6,092 tons, Capt. K. Miyazawa, from Manila, with a general cargo.—N.Y.K.
Anjou, Chinese str., 36 tons, Capt. Leung Hing, from Singapore, with ballast.—Wing Tai S.S. Co.
Chiangiang, British str., 1,229 tons, Capt. H. Gifford, from Haiphong, with coal.—B. & S.
Hopang, British str., 1,331 tons, Capt. J. Campbell, from Shanghai, with a general cargo.—J.M. & Co.
Kwai Wah, Chinese str., 402 tons, Capt. Kwok Kai, from Taurane, with a general cargo.—Wai Hing S.S. Co.
Shunshing, Chinese str., 297 tons, Capt. Chan Kam, from K. O. Wan, with a general cargo.—Po On S.S. Co.
St. Albans, British str., 2,538 tons, Capt. S. L. Diamond, from Melbourne, with a general cargo.—Mackinnon, Mackenzie & Co.
Tsushima Maru, Japanese str., 6,784 tons, Capt. T. Takeda, from Singapore, with a general cargo.—N.Y.K.
 January 9th.
Awa Maru, Japanese str., 3,747 tons, Capt. Saito, from Moji, with a general cargo.—N.Y.K.
Eastern Sailor, American str., 4,187 tons, Capt. Groudhof, from Manila, with a general cargo.—Arnold Bros.
Bumarus, British str., 7,733 tons, Capt. J. W. Read, from Shanghai, with a general cargo.—B. & S.
Plasy, British str., 4,578 tons, Capt. H. W. A. Mark, C.B.E., R.N.R. from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.
Pooler, Chinese str., 314 tons, from Fort Bayard, with a general cargo.—Hung Shun & Co.
Providence, Norwegian str., from Canton.
Taga Maru, Japanese str., 1,477 tons, Capt. T. Nakamura, from Hongay, with coal.—M.B.K.
Teau, British str., 1,371 tons, Capt. Mitchell, from Haiphong, with a general cargo.—B. & S.
Tyndareus, British str., 7,172 tons, Capt. S. Madgwick, from Manila, with a general cargo.—B. & S.

CLEARANCES

January 9th.
Aki Maru, for Nagasaki.
Andre Lebon, for Haiphong.
Changchow, for Weihaiwei.
Chikaya Maru, for Canton.
Ukider, for Swatow.
Eastern Sailor, for Yokohama.
Bumarus, for Singapore.
Georgii, for Hoibow.
Haiphong, for Swatow.
Wasi Maru, for Hongay.
Plasy, for Singapore.
Providence, for Dairen.
Shunshing, for K. C. Wan.
St. Albans, for Shanghai.
Tamon Maru, for Keelung.

WHERE TO STAY WHEN VISITING HOME.

BASIL STREET HOTEL, KNIGHTSBRIDGE, LONDON. S.W. 3.

Ran by the owner, has the best situation, and is First Class. One minute's walk from Harrods, Hyde Park, and St. James Street. 100 Bedrooms with Hot and Cold water, ample Bathrooms, pleasant Restaurant and Lounges, Luggage stored for any period, also room for storing and packing. "En Pension" terms from 22/6. Double rooms without food from 22/6. Single from 11/6. Baths included. Excellent Cuisine. Kitchen and Dining Room in the building from which any part of London is reached in few minutes.

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— DRY DOCKS —
 Length 787 Feet.
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 Depth on Centre of
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 — THREE SLIPWAYS —
 Capable of Handling Ships Up
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 Electric Crane at Sea Wall, Capable of
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 TELEPHONE No. 212.
 ALL FLAG: "O" OVER AND PRESENT.

PASSENGERS

ARRIVALS

Per s.s. **Aki Maru**, on January 8th:—
 Mr. Crittenden, Mr. W. R. Crittenden,
 Mrs. Crittenden, Mrs. J. Ormiston, Mr.
 E. Turnbull, Mr. R. Turnbull, Mr. L.
 Cubitt.
 Per E. & A. s.s. **St. Albans**, on Jan. 8th:
 Miss G. MacKay, Miss Stott, Miss Hayes,
 Mrs. Butcher, Major D. S. Wilson, Mrs.
 Wilson, Mr. Byron Ross, Miss E. Bage,
 Mrs. E. M. Cook, Mr. D. Cook, Mrs. R.
 Cruikshank, Capt. Darabessa, Mr. W. H.
 Nolan, Mr. C. M. Grime, Capt. W.
 Bishop, Mr. and Mrs. M. Hutton, Miss
 Boland.

SHIPPING MOVEMENTS

The s.s. **Gothic Prince** (Furness (Far East) Line) is expected to arrive here from New York and Yokohama on 11th inst.
 The B.I. Co.'s s.s. **Takada** left Singapore for this port on the 3rd inst., and is due here on the 10th inst., at about daylight.
 The R.M.S. **Empress of Russia** arrived at Yokohama yesterday, at 8.30 a.m., and was to leave at 4 p.m. She is due at Hongkong on January 19th, 10 a.m. (Friday).
 The s.s. **Pyrrhus** (Blue Funnel) arrived at London on 8th inst.
 The s.s. **Pathan** (Mogul Line) from Glasgow and Liverpool left Singapore on the 6th inst., and is expected here on the 13th inst. (Doddwell & Co., Ltd., agents).
 The Lloyd Triestino Line s.s. **Fiume** which sailed from Trieste on November 22nd, left Singapore on the 6th inst., and is expected here on the 13th inst. (Doddwell & Co., Ltd., agents).

VESSELS EXPECTED

Bentley (Ben Line), due Jan. 13th.
Empress of Russia (C.P.), due Jan. 19th.
Helenus (Blue Funnel), due Feb. 3rd.
Ningchow (Blue Funnel), due Jan. 11th.
Peleus (Blue Funnel), due Jan. 25th.
Pres. Cleveland (P.M.), due Jan. 14th.
President Pierce (P.M.), due Jan. 21st.
Rheus (Blue Funnel), due Jan. 26th.
Soudan (P. & O.), due Jan. 11th, 6 a.m.
Telrasias (Blue Funnel), due Jan. 19th.
Telemachus (Blue Funnel), due Feb. 4th.
Trollus (Blue Funnel), due to-day.
Wakasa Maru (N.Y.K.), due Jan. 14th.

VISITORS TO CANTON BY THE PEARL RIVER

CAPTAIN C. V. LLOYD
 With Illustrations, Maps and Flags.
 PRICE... \$1.75.
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First Class Throughout

	Leaves Hongkong.	Arrives Vancouver.
Empress of Asia	Jan. 25th	Feb. 12th
Empress of Canada	Feb. 10th	Feb. 26th
Empress of Russia	Feb. 22nd	Mar. 12th
Empress of Asia	Mar. 22nd	Apr. 9th
Empress of Canada	Apr. 7th	Apr. 23rd
Empress of Russia	Apr. 19th	May 7th

Connecting with Canadian Pacific Atlantic Empress

Any other Atlantic Steamer from any Atlantic Port.

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AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

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CABIN U.S.G. \$508.15

2nd cabin U.S.G. \$363.15

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO
 via Shanghai, Nagasaki, Yokohama and Honolulu.
 s.s. "NANKING" ... February 6th, 1923.
 s.s. "CHINA" ... February 6th, 1923.

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s.s. "TAIKWA MARU" ... On or about 18th Jan.

For KEELUNG via Swatow & Amoy

s.s. "HOZU MARU" ... On or about 18th Jan.

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N. Y. K.

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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

YOKOHAMA MARU (calling Manila) ... Thursday, 11th Jan., at 11

KAGA MARU ... Wednesday, 7th Feb., at 11

MARSHALLS, LONDON & ANTWERP via Singapore & Co.

KAMO MARU ... Wednesday, 31st Jan., at 11

KATORI MARU ... End of Jan.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... First half of Feb.

LIVERPOOL via MARSHALLS & VALENCIA

DELGOA MARU ... First half of Feb.

SYDNEY & MELBOURNE via Manila & Co.

YOSHINO MARU ... Wednesday, 17th Jan., at 11

AKI MARU ... Wednesday, 14th Feb., at 11

NEW YORK & BOSTON via PANAMA.

DURBAN MARU ... Friday, 12th Jan.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town

SOMERSET via Singapore and Colombo.

AWA MARU (calling Penang) ... Wednesday, 10th Jan.

TAMBA MARU ... Saturday, 27th Jan.

CALOUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.

SHANGHAI, KOBE & YOKOHAMA.

TSUSHIMA MARU (calling Osaka and Yokohama) ... Thursday, 11th Jan., at 11

WAKASA MARU ... Monday, 15th Jan.

KASHIMA MARU ... Wednesday, 17th Jan., at 11

For further information apply to— NIPPON YUSEN KAISHI

Telephone: Central Nos. 1 & 232. K. H. KAMEI, Manager.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Apus" ... Due Hongkong 23rd Jan.

U.S.S. "West Ivan" ... Leave Hongkong 23rd Jan.

U.S.S. "West Ivan" ... Leave Hongkong 23rd Jan.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

U.S.S. "West Ivan" ... Due Hongkong 10th Jan.

U.S.S. "West Ivan" ... Leave Hongkong 11th Jan.

U.S.S. "West Ivan" ... Due Hongkong 20th Jan.

U.S.S. "West Ivan" ... Leave Hongkong 21st Jan.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

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REGULAR FOREWIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	JAVA	In Port	10th Jan	SHANGHAI & N. CHINA.
TJIMANOEK	AMOT	20th Jan.	23rd Jan.	BATAVIA via BANKA
TJITAROEM	JAVA	18th Jan.	23rd Jan.	AMOT & NORTH CHINA

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MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailings subject to alterations.

Arrivals from Europe.

s.s. "SCHIEDYK" ... about 16th January, 1923.

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For further particulars apply to—

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"ROEFAT" ... Rotterdam, Amsterdam, Hamburg & Bremen

14th Jan. 27th Jan.

For further particulars please apply to—

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"ELLERMAN" LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF SIMLA" ... 9th Feb. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF YORK" ... 14th Feb. ... Marseilles, London & Hamburg.

PASSENGER SERVICE.

S.S. "CITY OF SIMLA" ... 9th Feb. ... Shanghai, Kobe & Yokohama.
 S.S. "CITY OF YORK" ... 14th Feb. ... Marseilles, London & Hamburg.
 S.S. "CITY OF SIMLA" ... 21st Feb. ... Marseilles, London & Hamburg.
 S.S. "CITY OF POONA" ... 2nd half Apr. ... Marseilles, London & Hamburg.

Subject to change without notice.

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OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

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S.S. "CITY OF DUNKIRK" ... via Suez Canal ... 25th January.
 S.S. "NINGCHOW" ... via Suez Canal ... 5th February.
 S.S. "CITY OF BAGDAD" ... via Suez Canal ... 15th February.
 S.S. "HYSON" ... via Suez Canal ... 25th January.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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M. MESSAGERIES MARITIMES M.

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Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkg. and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
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CORDILLERE	15th Dec.	19th Jan.	6th Feb.
ANGEOR	28th Dec.	2nd Feb.	20th Feb.
ANGEOR			6th March.

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A Class (1st Class) ... \$120.00 Od.
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(FOB)

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ... Capt. W. O. Passmore ... Friday, 19th Jan., at 1 p.m.
 HAIPHONG ... Capt. J. S. Thomson ... Tuesday, 16th Jan., at 1 p.m.
 HAIPHONG ... Capt. Edith Walker ... Friday, 19th Jan., at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Black Pier)

For Freight and Passage apply to—

DOUGLAS LAPIRAK & CO.,

General Managers.

JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR—
 THE MITSUBISHI MARINE & FIRE INSURANCE CO.
 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG.

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

BRITAIN, JAPAN, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,
 HAVILLAND, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"PLASSY"	7,800	10th Jan., 11 a.m.	Marseilles, London & Antwerp.
"NAGPORE"	5,400	12th Jan., 4 p.m.	Singapore & Bombay.
"BOUDAN"	6,700	25th Jan.	S'pore, Penang, Colombo & Bombay.
"KARPENTRA"	5,800	24th Jan.	Marseilles, London & Antwerp.
"NELLOR"	5,800	7th Feb.	do.
"DELTA"	8,000	7th Feb.	S'pore, Penang, Colombo & Bombay.
"SICILIA"	6,000	14th Feb.	Marseilles, London & Antwerp.
"KIVIA"	6,000	31st Feb.	Singapore, Colombo & Bombay.
"BANCA"	6,000	6th Mar.	Bombay, Marseilles & Antwerp.
"MOREA"	11,000	7th Mar.	S'pore, Penang, Colombo & Bombay.
"SOUDAN"	6,700	19th Mar.	Marseilles, London & Antwerp.
"KASHMIR"	8,800	31st Mar.	do.
"DONGOLA"	8,000	4th Apr.	S'pore, Penang, Colombo & Bombay.
"SICILIA"	6,800	13th Apr.	Marseilles, London & Antwerp.
"NANKIN"	7,000	18th Apr.	do.
"KARMALA"	8,000	22nd May	do.
"KASHGAR"	9,000	3rd May	do.
"YANZHA"	7,200	8th May	do.
"NOVARA"	6,850	13th June	do.
"DELTA"	8,000	27th June	do.
"MALWA"	10,841	11th July	do.
"DEVANHA"	8,000	25th July	do.

BRITISH INDIA—APCAR SAILINGS

"TANDA" 7,000 16th Jan. Singapore, Penang & Calcutta.
 "GREGORY APCAR" 4,850 30th Jan. Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS" 45,000 31st Jan. (Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne).

Regular connections from Australia with the following—
 The Union R.M. Co's Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"TAKADA" 7,000 13th Jan. D.L. Japan Direct.
 "SOUDAN" 6,700 13th Jan. Noon Shanghai only.
 "DELTA" 8,100 15th Jan. Shanghai only.
 "MOREA" 11,000 15th Jan. S'hai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

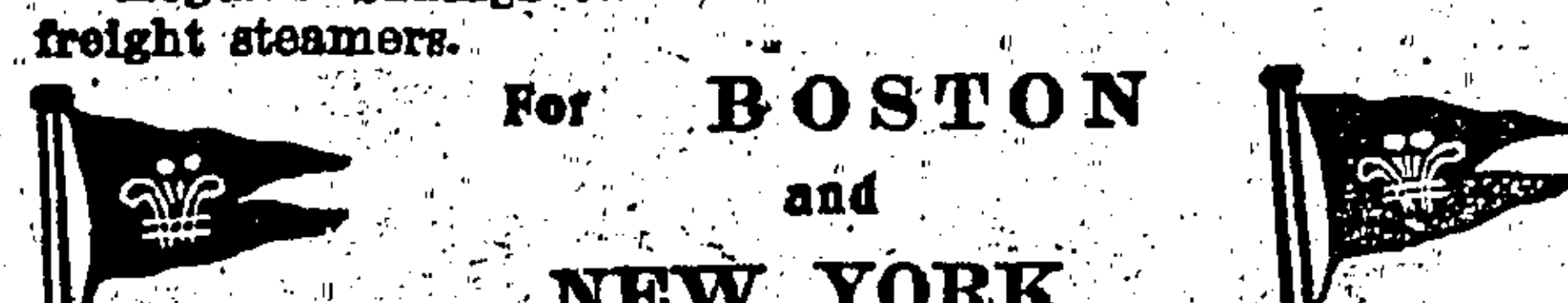
Passengers for Hongkong must defray their own Hotel expenses at Singapore while await in the carrying steamer.
 First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in the day of the section of their P. & O. Tickets Singapore to Colombo.
 All Cabins are fitted with Electric Fans free of charge.
 Parcels Measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston (and/or New York) by fast freight steamers.

For BOSTON
and
NEW YORK

S.S. "MOORISH PRINCE" ... Beginning of February, 1923.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3165 (Incorporated in Great Britain)
Telegrams (Surinprince) St. George's Building**O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—
Monthly direct service via Singapore and Port Said.

"ARGON MARU" (Omit Marseilles) ... Thursday, 15th Feb.
 BUENOS AIRES—RIO DE JANEIRO ... SANTOS, DUBAIAN & CAPE TOWN ... HAIPHONG & SINGAPORE ... PASSENGER SERVICE.
 "MEXICO MARU" ... Wednesday, 10th Jan.

BOMBAY & COCHIN—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
 "CELESTES MARU" ... Friday, 12th Jan.
 "KISHU MARU" ... Monday, 22nd Jan.

SAIGON, HANGKOK & SINGAPORE—Regular monthly Passenger Service.
 "KISHU MARU" ... Thursday, 1st Feb.

CALCUTTA via SINGAPORE & RANGOON.
 "MALAY MARU" ... Thursday, 11th Jan.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.
 "ARIZONA MARU" ... Wednesday, 17th Jan.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.
 "ALASKA MARU" ... Monday, 22nd Jan.

JAPAN PORTS—Kobe & Yokohama
 "LONDON MARU" ... Monday, 22nd Jan.

KWELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class passengers.
 "KALIO MARU" ... Every Sunday, 10 a.m.

"AMAKURA MARU" ... Every Sunday, 10 a.m.
 TAKAO via SWATOW & AMOY. ... Thursday, 11th Jan.
 "SUMA MARU" ... Thursday, 11th Jan.
 For sailing dates and further particulars please apply to—
 T. S. SHIMA, Manager,
 Tel. Central No. 4080.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
WUHAIRI & CHEEPOO	"CHANGCHOW"	On 10th Jan., D.L.
SWATOW & RANGKOK	"KALGAN"	On 10th Jan., 4 p.m.
AMOY & SHANGHAI	"CHUNGKING"	On 11th Jan., D.L.
SHANGHAI & TRINGTAO	"SHANTUNG"	On 13th Jan., D.L.
HONGKONG	"HUICHOW"	On 13th Jan., 9 a.m.
HONGKONG & RANGKOK	"LINAN"	On 14th Jan., D.L.
SHANGHAI	"KWEIYANG"	On 14th Jan., 10 a.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 14th Jan., D.L.
AMOY, SHANGHAI & TRINGTAO	"YUNNAN"	On 16th Jan., 10 a.m.
HONGKONG, SHANGHAI & HAIKONG	"KWEIYANG"	On 16th Jan., 10 a.m.
SWATOW & RANGKOK	"KWANGTUNG"	On 16th Jan., 10 a.m.
SWATOW & SHANGHAI	"SUITANG"	On 18th Jan., 10 a.m.

Excellent Saloon accommodation available, with Electric Fans fitted. Regular Schedule service four times weekly, between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to all Tringtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woonan.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone: Central 38.

(JOHN SWIRE & SONS, Ltd.)

CARGO'S RATES CAN BE OBTAINED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila & Australian Ports
"TAIYUAN"	12th Feb.	17th Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has special accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Lowest Fares. Cargo loaded through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE

Telephone: Central No. 38. (JOHN SWIRE & SONS, Ltd.) Agent.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "EOWIS CASTLE" ... sailing on or about 25th January.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT.

BLACK SEA & DANUBE PORT

FUMT having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "FIUME I" ... sailing on or about 13th January.

S.S. "PERSIA" ... sailing on or about 2nd February.

FOR BRINDISI, VENICE & TRIESTE

S.S. "FIUME" ... sailing second half of January.

S.S. "PERSIA" ... sailing second half of February.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS via COLOMBO.

S.S. UMSINGA ... sailing about 10th February.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS.

U.S. SHIPPING BOARD EMERGENCY

FLEET CORPORATION.

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Freight and Passengers

Fare to European Ports £120 payable in local currency

First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

Leave Hongkong ... Arrive San Francisco

S.S. "PRESIDENT CLEVELAND" ... Jan. 22nd, 1923 ... Feb. 11th, 1923

S.S. "PRESIDENT PIERCE" ... Jan. 31st, 1923 ... Feb. 22nd, 1923

S.S. "PRESIDENT WILSON" ... Feb. 14th, 1923 ... Mar. 6th, 1923

Sailings and Fares Subject to change without Notice.

HONGKONG-MANILA SERVICE

Leave Hongkong ... Arrive Manila

S.S. "PRESIDENT CLEVELAND" ... Jan. 22nd, 1923 ... Jan. 14th, 1923

S.S. "PRESIDENT PIERCE" ... Jan. 22nd, 1923 ... Jan. 24th, 1923

S.S. "PRESIDENT WILSON" ... Feb. 6th, 1923 ... Feb. 7th, 1923

HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG and RANGOON.

S.S. "LARK FIELDING" ... Jan. 20th, 1923.

TAMPA INTER-OCEAN S.S. CO.

For SAVANNAH, SAVANNAH, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. JADEN ... Jan. 11th, 1923.

S.S. "DRYDEN" ... Jan. 31st, 1923.

S.S. "HEFFRON" ... Feb. 6th, 1923.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone: Central 141. Address: Cable: "SOLAKO" 1st Floor, Queen's Building, Hongkong

Agents: AS CANTON—REISS & CO.

